The SIGNALMAN'S Journal

BofRS team of officers is re-elected at 40th Regular Convention in Quebec City.

SEPTEMBER 1976

our 75th Anniversary

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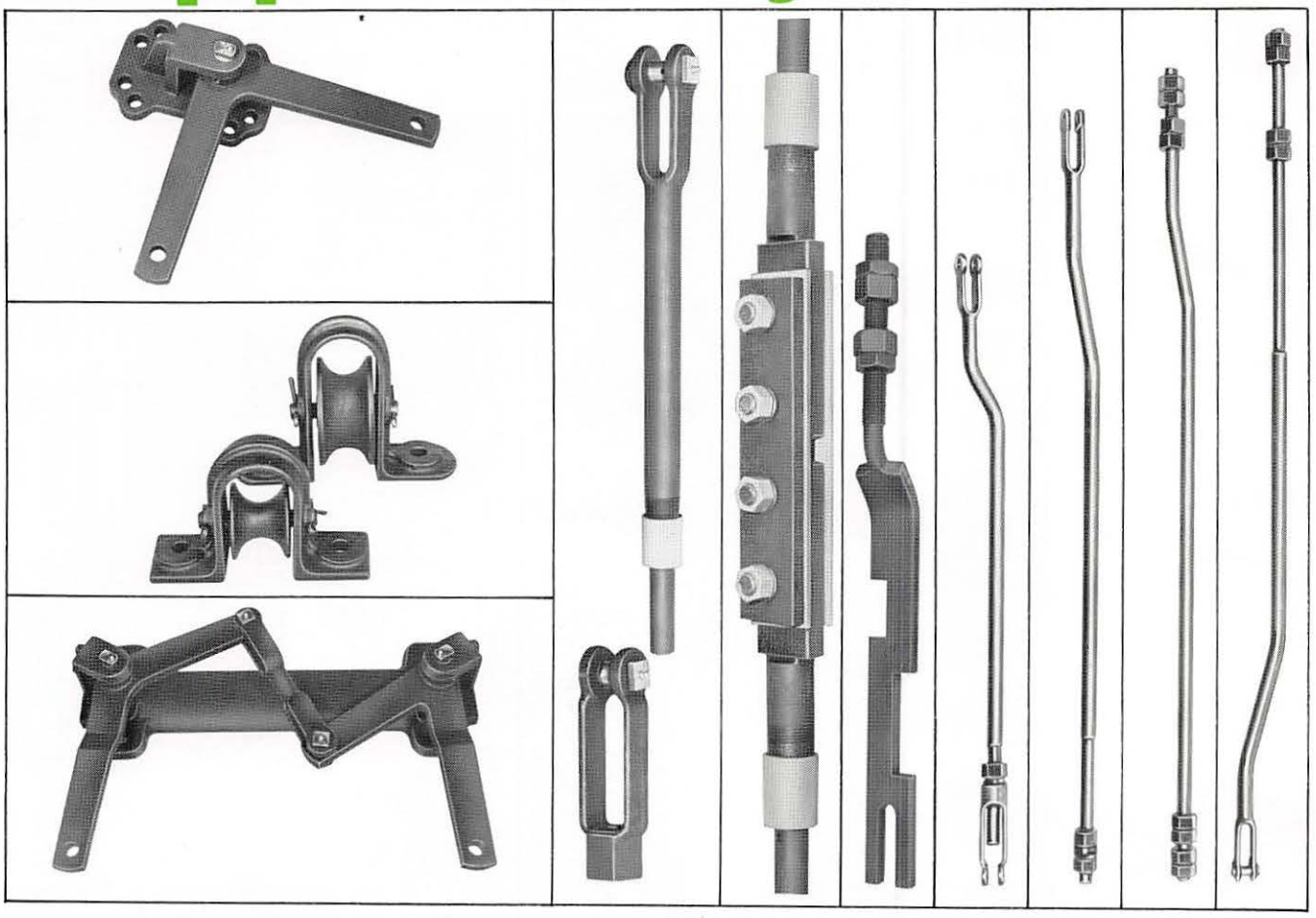

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Volume 57, Number 7 September 1976

ROBERT W. McKNIGHT
Editor & Manager

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Mount Prospect, Illinois 60056
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The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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COVER: Installation of officers took place at the annual banquet on Thursday night. Shown here (left to right) are: H. R. Neihart, chaplain; A. Cunningham, trustee; W. D. Best, J. E. Platt and J. W. Walsh, vice presidents; J. McCormick, trustee who chose not to run for re-election, was the installation officer; M. B. Frye, vice president; C. J. Chamberlain, president; R. T. Bates, secretary-treasurer; W. W. Altus, Jr., C. S. Chandler and J. T. Bass, vice presidents; W. W. Lauer and G. A. Harrington, trustees; and R. E. Brennan, lever.

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DIRECTOR OF RESEARCH

J.E. HANSEN, 601 W. Golf Rd., Mt. Prospect, IL 60056

Harold A. Stockdale, retired grand lodge representative from Canada, was the temporary chairman who opened the Convention.

Mlle. Larouche sang both the Canadian and United States national anthems. Dr. Richard Chomie (below, second from left) of the Southminster Presbyterian Church of Pittsburgh, Pa. offered the invocation.

Signalmen hold largest meeting

Quebec, City, Que. August 9, 1976—The largest convention ever held by the Brotherhood of Railroad Signalmen convened here with 264 delegates registering for the 5-day meeting.

The opening session of the Sixth Triennial and Fortieth Regular Convention of the Brotherhood of Railroad Signalmen held at Le Chateau Frontenac convened at 9:30 a.m., Temporary Chairman Harold R. Stockdale, retired grand lodge representative—Canada, presiding.

The National Anthems of the United States and Canada were sung by Mlle. Larouche, accompanied by Claude Paquet on the piano.

Dr. Richard Cromie, Southminster Presbyterian Church of Pittsburgh, Pa., offered the Invocation.

Temporary Chairman Stockdale welcomed the delegates, and then briefly discussed the late President Emeritus Lyons' book on the history of our Brotherhood. He also mentioned the fact that the spirit of cooperation existing between the members of the Brotherhood and their elected officers has caused our organization to grow and remain sound.

Oliver Samson, president of the City Council of Quebec City, was introduced by Temporary Chairman Stockdale. Samson welcomed all the delegates and their families to the City of Quebec, both in French and English, and wished us success in our convention proceedings.

Temporary Chairman Stockdale then introduced President C.J. "Chuck" Chamberlain who, after receiving the convention gavel, greeted the delegates in French, and then addressed the convention in English.

It is indeed a great privilege and pleasure to appear before you and welcome each of you to the 40th convention of the Brotherhood of Railroad Signalmen.

This is indeed an historic convention as we are not only celebrating the Bicentennial of the United States, but the 75th year of existence for the BofRS. This is also the largest convention ever held by the BofRS with 264 delegates in attendance.

In this bicentennial year of the United States and the 75th anniversary of the BofRS, it may seem rather ironic to some that we are holding our convention in Quebec City, Canada. It has been said

by some that the importance and significance of the two most important historic occasions would dictate the holding of the convention in the United States.

The number one reason we are here is because the delegates at our 1973 convention selected this city and it is most important and politically feasible to make every endeavor to follow mandates laid down by the convention. However, in my judgment. I think it is appropriate that we are here in Canada as it gives us the opportunity to express and display to our Canadian membership the importance we place on the role the Canadian members play in the overall operation of our international union. It also displays the importance we place on unity for all railroad labor, not only in the United States but in Canada as well.

Our Canadian membership and our Canadian officers are a valued part in our operation and no one could get finer support than we have received from Vice President John Platt, Grand Lodge Representative Bob Mitchell, and Trustee John McCormick in all the deliberations that take place within our Grand Lodge.

Not too many people are aware of this historical fact, but at one time two Canadians held the two top offices in our international organization.

Wilmot J. Petitt was grand chief signalman from 1913 to 1916. He was born in Windham, Ont. and worked for the Michigan Central at La Sallette, Ont. D. R. Daniels was Grand Secretary-Treasurer from 1910 to 1916. He was born in Nova Scotia and worked for the New Haven Railroad. Both of these men were Canadian citizens.

With respect to our Canadian membership, congratulations are in order for a job well done in coming up with a national wage contract which, according to my rough calculations gives you parity or better with our national wage rates for signal employes in the United States.

You are to be commended for exercising good judgment in negotiating a satisfactory contract that was approved by the Anti-Inflation Board. Once again it is quite evident that the key to your success was a unified movement. In the face of what appeared to be insurmountable obstacles, your associated railway unions did an outstanding job that in no way could have been accomplished by a splinter action.

Your agreement certainly inspires us as we in the United States prepare for our next round of negotiations later this fall.

Three years have passed since our convention in New Orleans in 1973, and I venture to say that no one at that time with even a most optimistic prediction of the future, would have predicted the magnitude of important objectives that we have achieved in the last three years.

We point with pride to the officers' report, and

Over 700 delegates, wives, families and guests attended the opening session of the 40th Regular Convention of the BofRS.

Oliver Sampson, president Quebec City Council, welcomed delegates and their families to the historic city.

C. J. Chamberlain, BofRS president, gave the keynote address in which he reviewed the progress of the Signalmen's union. Secretary-Treasurer R. T. Bates (left) listens.

Chairman of our Board of Trustees W. H. "Bill" Lewis; retired Vice President John A. Work; and just four weeks ago we laid to rest our beloved brother, President Emeritus A. E. Lyon.

The Almighty Lord in his infinite wisdom has also taken from us during the past three-year period several of our brothers who were delegates to our last convention. Additionally, some of us have suffered the loss of close family members and friends, and at this point I think it appropriate that we all stand and observe a moment of silence in memory of all of our departed brothers, family members and friends.

In this year in which we are celebrating our 75th anniversary and the Bicentennial of the United States, I think it appropriate for each of us to pause and reflect for a few moments and pay tribute to those members and officers who, throughout the years, have played a most important part in placing our Brotherhood in the forefront with our great sister unions in the railway industry.

They were men of vision with "guts." They were men with self motivation and a deep desire to serve their fellow men and enhance the wages, working conditions and benefits of the employes in the railroad labor movement.

They were men who were not afraid to stick their necks out and put their names on the line. They were men who were willing to make personal sacrifices in espousing causes they believed in.

They were not weak and apathetic individuals who would prefer to sit back and watch television and let the world go by, yet be the first to criticize and condemn those in authority for making decisions and judgments which may not be to their liking.

They were not men who, although always willing to attest to their support for you, refused to sacrifice any of their leisure time because it would disrupt their personal way of life.

Unquestionably, the most authoritative source for reviewing the contributions of those who were responsible for founding and building our Brotherhood, is the book recently completed by our beloved President Emeritus Art Lyon just over two months ago.

Brother Lyon was a man who exemplified the type of strong individuals who founded and built our organization. They were men with qualities of candor, dedication, perseverance, determination, ambition, aggressiveness and desire.

I urge each of you who have not already done so, to acquire a copy of the book, "The First 75—History of the Brotherhood of Railroad Signalmen." "The First 75" is a book that tells it like it was and we will be forever grateful to Brother Lyon for his invaluable contribution to our BofRS in recording the history of the founding and building of our organization.

Registration

Grand Lodge staff handled many necessary chores at the Convention including registration. Shown here at registration (left to right) are Carolyn Colditz, record clerk; Jacqueline Gorlach, secretary to secretary-treasurer; Dinky Campbell, secretary to vice president Canada; J. W. Walsh, vice president; and Lillian Clevenger, secretary to president.

K. D. Raney, general chairman, StLSW and his wife with daughter Gail (center) obtain their banquet tickets from J. E. Platt, vice president and W. W. Lauer, trustee chairman (right).

President C. J. Chamberlain (right) welcomes F. J. White, general chairman, SP (T&L)MKT-StL-SF lines at the registration table. C. M. Page (left) AT&SF and R. T. Bates, secretary treasurer, are on the credentials committee.

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with a deep sense of humility we give thanks to God for guiding us and giving us the strength, courage, direction, motivation and dedication to serve not only the members of our great organization, but the entire railroad labor movement, both active and retired.

While the past three year period has seen a number of accomplishments, it has also had its sadder moments, as one of our active officers and three of our retired officers were taken from our midst by death.

Vice President Frank Harper; retired former

Chairman of our Board of Trustees W. H. "Bill" Lewis; retired Vice President John A. Work; and just four weeks ago we laid to rest our beloved brother, President Emeritus A. E. Lyon.

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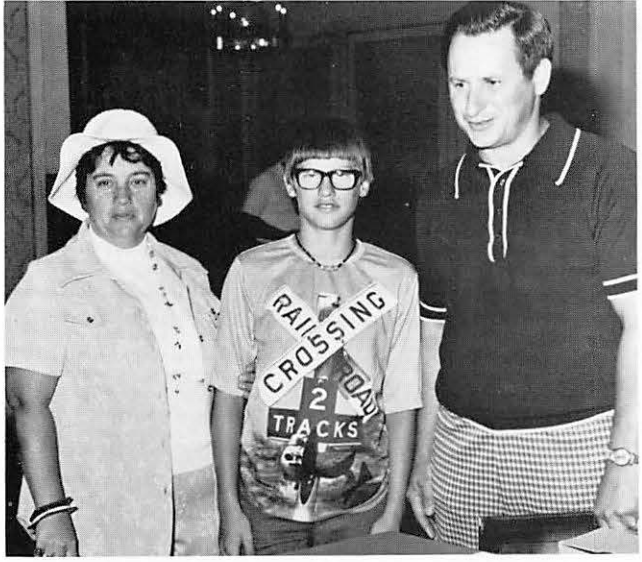
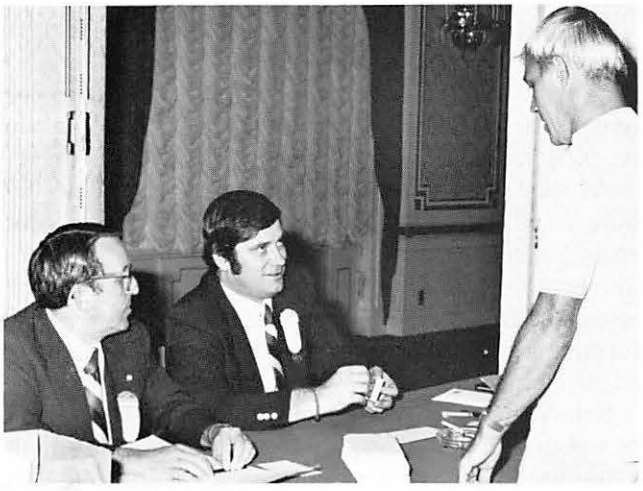


P. R. Singletary, C&NW delegate, and his wife with son Paul (center) are at Signalmen's Political League table.



Vice Presidents W. D. Best (left) and J. E. Platt issuing banquet tickets are shown here with R. W. Laney, CN, delegate.

Credentials Committee members (left to right at table) are D. A. McManus (CN), C. M. Page (AT&SF) and R. T. Bates, chairman of the committee. L. C. Sedlacek, general chairman UP (standing left) waits while R. C. Hill (ConRail-PC) and J. Kutz (CN) register.

So much for the past. Let's look at the present and future. Where are we today and what does the future hold for us?

The record clearly shows that our Brotherhood has made tremendous progress in many areas such as wages, health and welfare, dental plan, holidays, vacations, sick leave, job security, retirement benefits, and since July 8, 1976, the inclusion of our craft under the provisions of the Hours of Service Act.

We have no apologies to make to anyone about the progress that has been made by our union. Railroad labor is justly proud of its achievements which have been accomplished through the coordination and unity of our respective autonomous unions.

Do not misunderstand me. While we are proud of our accomplishments, do not for one minute think that we consider the job completed. It is not our intention to become static. We have plenty of things to work at and lots of room for improvement.

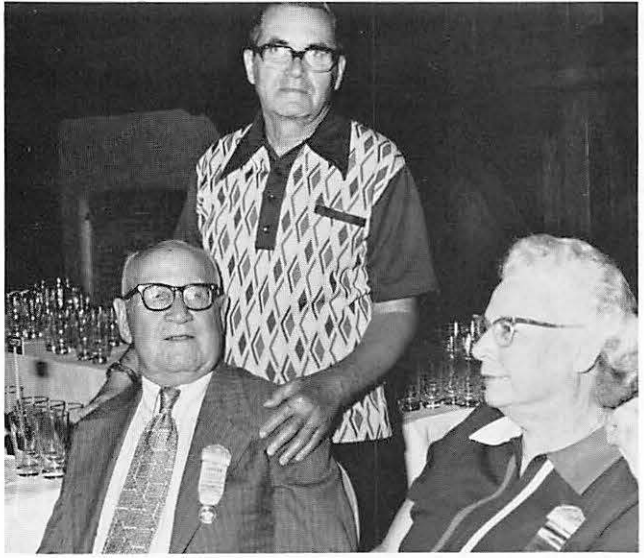
We will continue to make progress and to make improvements on a steady, gradual basis and it is our desire to do so without provoking periodic crises. We have every reason to believe that railroad management shares this view.

Make no mistake about it, railroads, or any other business, will not unilaterally out of the goodness of their hearts, start showering us with benefits. Anything that we seek will only become a reality if and when we go after it through the process of true collective bargaining or on the legislative front.

Make no mistake about it, we stand a much better chance of achieving our objectives, whatever they may be, if railroad labor coordinate their efforts, giving full consideration to the varied needs of our respective autonomous organizations. However, in the final analysis, we must always be reasonable and flexible. We must avoid setting absolute goals or ceilings. We must find that area that serves the needs of all.

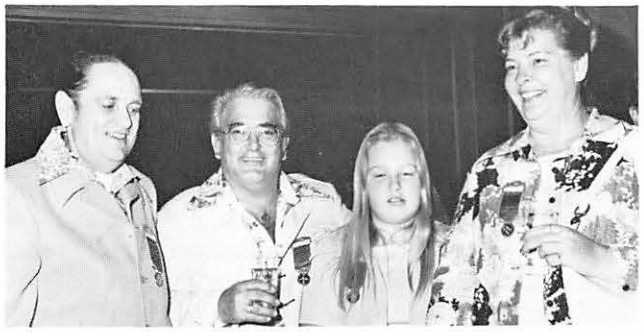
Unquestionably, in my judgment, the greatest event that took place in the past three years was the reunification of our railway labor organizations, with one exception, on April 1, 1975.

One of the brothers who is a chief executive of his own organization and who played a leading influential role in making the reunification a reality is President Harold C. Crotty, Brotherhood of Maintenance of Way Employes, who is honoring us with his presence here today. Brother Crotty, Brother Al Chesser, and the chief executive officers of other affiliated organizations of the RLEA are to be commended for their diligent, sincere efforts in accomplishing this most important objective in the interest of railroad labor. Nothing could have been more timely nor vital to railroad labor's cause than presenting a unified front, not only to management,

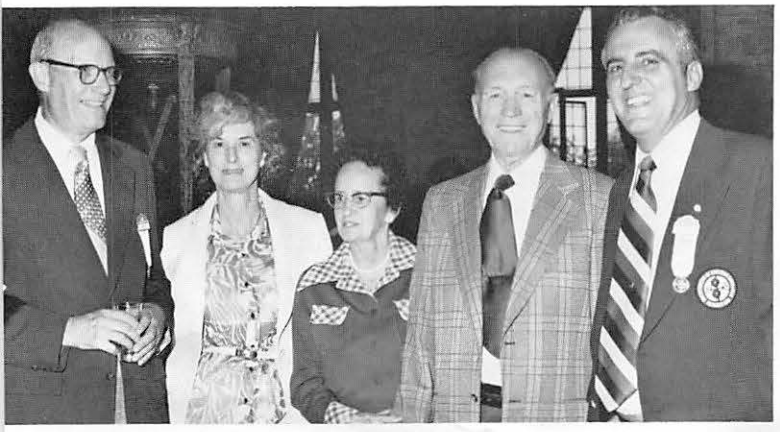


President Emeritus Jesse Clark and his wife Rosalie renew friendship with A. N. Cotton (standing) retired grand lodge representative from Canada at Sunday evening reception.

Reception



F. F. Guy (left) delegate of local 112 (ConRail-PC) is shown with his wife Kathleen (right) and daughter Darla. Next to Guy is A. D. Colaianni, delegate of local 65 (ConRail-PC).



Retired Secretary-Treasurer P. T. Drummond (left) and his wife are shown with Mrs. Steuerwald and retired Vice President B. H. Steuerwald and Secretary-Treasurer R. T. Bates (right).

but to the legislative arena during the past several months. The restructuring of the railroads in the Northeast—the complex legislative package that established Conrail—the Railroad Revitalization and Regulatory Reform Act—and numerous other important legislative bills that directly affect railroad workers, railroad retirees and their families, all came to pass because of the intensive, coordinated support given the legislation by railroad labor.

Many long hours, days and weeks of work by our legislative people and officers assigned primarily to the project, plus thousands of dollars spent by railroad labor went into the restructuring of the Northeast railroads.

If railroad labor had not been unified, if we had presented a splintered, fractured posture to Congress, I can assure you that the end result would have had a most serious devastating effect on railroad labor.

To the contrary, we came out with the finest legislative job protection agreement that has ever been consummated in any industry. Truly a legislative miracle and it all came to pass because we worked together.

At this time, I would like to pay particular tribute to all of our officers in the Northeast, general chairmen, local committee officers, men who, like Brother Joe Walsh, who have, in the face of the most insurmountable obstacles, have truly performed a miracle in getting our people indoctrinated in connection with what's taken place

Believe me, it has been, I think to all of us who have been involved in this thing, nothing less than a traumatic experience, but I can assure you that railroad labor is doing the job, and I certainly appreciate the efforts that they're doing on behalf of all of us.

And while I am on the subject of legislative activity, I want to take this opportunity to personally commend and thank Brother Jim Snyder, vice president of the United Transportation Union, who will join us later this week, who heads the legislative activity for UTU and the RLEA on the Washington scene.

The majority of our organizations maintain legislative representatives in Washington and they all do a most effective job, but without question the dean of the Washington legislative representatives and the one who has his fingers on the pulse of all activities in both the Senate and the House is Brother Jim Snyder. His leadership of our legislative activity is sincerely appreciated by all of us connected with the Washington scene.

I am sure that most of you recognize that the Washington scene and the legislative process has a most important effect and impact on the lives of railroaders. Many of the benefits that we all enjoy come to pass as a result of legislation. We must be

strong on the legislative front both at the national and state level and continuously viligant as there are those who, if given the opportunity would not hesitate to sponsor and enact, if possible, legislation that would be adverse to the interests of railroad labor and the railroad industry.

In this bicentennial year of the United States and the 75th anniversary of the BofRS, it is certainly appropriate for each of us to conduct a serious self analysis and the contribution we are individually making to our nation, our union and our fellow man.

We can also be grateful for the many blessings that have been bestowed upon us during our first two centuries which have permitted us to grow and prosper as a free nation. We can also start talking about what is right in our country. There are many things to be thankful for rather than continually dwelling on all that is bad.

The United States has survived and prospered for 200 years—our Brotherhood has survived and prospered for 75 years. Both have done so because of the presence of certain elements in our makeup and structure.

We are a people who are individualistic. Our ingenuity works best when we are tested by problems and history shows that we have had plenty of them. We are a proud people, but we are also self critical and this in itself is not a bad trait, as it tends to bring corrections.

Recognizing that we have made a mistake does not preclude us from making a change in course or direction and moving on to higher goals. We can take our lumps and we can withstand crises and generally come out stronger than before.

The past several months have seen our nation survive a most traumatic experience in the Watergate episode. Confidence in government was somewhat jarred and this jolt was recently compounded by headlines alleging certain indiscretions on the part of some legislators.

Despite all of this, which is not unprecedented if you check back through the 200 years of history, we are still a strong and vigorous nation.

In our individual self analysis, we all should ask ourselves the question: Are we satisfied that we are doing all we can in serving our nation, our union, our fellow man?

I know that I could do more in many areas. I also know that criticism of my fellow man's shortcomings does nothing to correct my own. In our dealings with our fellow man, have we always endeavored to see the other man's point of view and look at the other side of the coin?

In our dealings with management have we done our best to search for ways and means to resolve the differences between us and come up with a solution that is fair and equitable to all concerned?

Our forefathers have given us a great heritage

Long Islanders got together at the reception. Shown here (left to right) are: J. E. Kenna, LI Local 56; J. W. Hogan; A. Dorner; J. Sottile, general chairman, and his wife Mary Ann; J. A. Ryan; J. W. Walsh, BofRS vice president; and J. Sottile, Jr. Edward Sottile is standing in front of his father, and Joseph is in front of his mother.

Canadian National local 205 delegates R. Maheux (left) and Mrs. Maheux chat with Dick Sarlo (center) and D. A. McManus and Mrs. McManus.

Norfolk & Western delegates W. P. Bath, local 169, (left) and his wife Geneva chat with H. H. Hock, local 166 and his wife Dorothy (right).

and the fact that our nation has survived 200 years and our union 75 years attests to that. The outcome of the ball game that we are in right now will determine whether we will survive for another century and longer. Personally, I am confident that this generation which is ours will meet the tests of time. Perhaps the most important thing that we all can do is to do our part in restoring confidence in our institutions, our government, our labor unions. Do not let the misguided actions of a few place blanket indictment over all in positions of authority.

Remember the vast majority of individuals who are in government, labor unions, and business institutions are honest, and men and women of integrity. The fact that some may have gone astray in itself should not destroy our faith in our system. Remember also, that there is no prohibition from each of us in both the United States and Canada becoming more involved in the affairs of our community and our government, our union and our country.

Involvement and participation are the two most important contributions that we as individuals can make. We all can do our part to preserve the health of our nations, their communities and their institutions. We can do our part to prevent the spread of corruption.

Railroad labor is in a good position today to meet the challenges of today and the future.

Our future in the railroad industry is bright. We, who make up our industry, labor and management, during the past several months have made positive strides toward trying to understand each other and start rebuilding the industry.

We still have a long way to go and we still have a lot of hard work ahead of us. However, I firmly believe that we have seen a change in the labor-management atmosphere from one of hostility to one where both sides are recognizing the need to give and take.

We in railroad labor must continue to do our part and we must double our efforts to expound to the general public about the important part we play in one of the most important industries in the transportation field.

We must think positive and express ourselves frequently about our contributions and the important roles we play both as individuals in the railroad industry and collectively through our labor organizations.

We know full well that it is the sincere desire and primary objective of the delegates assembled here in convention to meet the challenges of today and the future and provide for our membership the finest representation possible—I can assure you that we share with you those same objectives and will work with you and give you our complete support to accomplish those mutual objectives.

Before closing, I would like to review with you just briefly the business that will come before the convention.

As we stated before, this is the largest convention ever assembled by the Brotherhood of Railroad Signalmen. It is also a convention that has before it the largest number of resolutions ever submitted by our locals and general committees for consideration.

In my judgment, this is a healthy sign and certainly affirms what we have said for a long time—that we are a growth organization. A review of our Officers' Report will indeed confirm that we have grown numerically and will continue to grow as our members play an important part in the rebuilding and rehabilitating the nation's railroads. We have grown financially and are in the strongest financial position in our history. We are an involved organization in all matters affecting railroad labor. We are a railroad labor organization that will stand side by side with our sister organizations as we fully commit ourselves to not only preserving but continually seeking to enhance the position of railroad labor in the United States and Canada. We have made considerable progress in merging committees and in all cases the merged committees are more efficient, more influential, financially stronger and providing better service to our members.

On all fronts we have continued to progress. However, we can do more and it is up to this convention to see that only those resolutions which are progressive and constructive are adopted.

This convention has an obligation to fulfill to the membership by insuring that any regressive resolutions are soundly defeated.

It is absolutely imperative to our survival that we retain our present per capita tax structure that was so wisely adopted by our last convention. It is fair and equitable and has provided our organization with ample funds to do the job that must be done.

We have complete confidence in our delegates to make the right decisions and vote affirmatively for measures which will permit us to progress and prosper.

Events of the past three years have clearly shown that your grand lodge officers have performed well in behalf of our membership. We have accomplished many objectives that many thought unattainable. Ours has been a team effort and I want to thank each of our grand lodge officers for the support and assistance they have given me; our loyal grand lodge office staff for their usual efficient service to our membership; our general chairmen, local and general committee officers for their support in our mutual endeavors; and last and most important, our thanks to our membership for providing the means and support to make it all possible.

Brothers and Sisters, delegates to this great convention, it is now your turn to stand up and be

counted and all we ask is that you vote your conscience. If you do, you will make the right decisions to keep the Brotherhood of Railroad Signalmen a great organization.

We look forward to a very productive and harmonious week and sincerely hope that all of you and your families enjoy yourselves in Quebec City.

In closing, we ask the Good Lord to look down on this great convention and to continue to guide us in the future as he has done in the past, as we deliberate on what should be done to benefit this organization, its members and our fellow men in accordance with his will.

May each of us be worthy of the countless blessings that he has bestowed on us in our great free societies in the United States and Canada.

Whereupon, President Chamberlain introduced the people sitting on the dais, their wives, the Grand Lodge office staff, and other guests.

The next guest, introduced by President Chamberlain, was Mrs. Shirley Carr, executive vice president of the Canadian Labour Congress. Mrs. Carr stated that this is a time in the history of Canadian labour when they cannot just hope for success, they must insist upon it.

The work of all trade unionists in Canada was changed on October 13, 1975, when the Canadian Prime Minister introduced the program of wage controls. The Canadian Labour Congress was thereupon asked to cooperate in putting the program into effect, but refused to do so because the program did not control prices and made no attempt to deal with unemployment. CLC felt that this program was an attempt to fight inflation at the expense of the poor, the disadvantaged, people on fixed incomes, and the unorganized.

CLC, at its Quebec City Convention, adopted the Labour Manifesto for Canada, whose aims include the creation of full employment, a more equitable distribution of income, a more even economic development of Canada's regions, a guarantee of good-quality, low-cost housing, food and transportation, and these aims are to be achieved through social and economic planning, through the creation of a tripartite body composed of business, labour, and government representatives.

In order for this to be effective, CLC must have the cooperation of all of its affiliates and must be assured that its policies and decisions will be closely followed by its affiliates.

CLC has met with the Government several times in an effort to work out a reasonable arrangement where the Government would withdraw the wage and price control program.

The trade union movement here is in a battle for its very existence, for it is only from this understanding and this great unity between the United States and Canada and the strength which will follow that labour in Canada can be successful.

Mrs. Shirley Carr, executive vice president, Canadian Labour Congress, stated labour's case for withdrawing wage controls.

H. C. Crotty, president, Brotherhood of Maintenance of Way Employes, sees a bright future for the railway industry.

Hon. John Munro, Minister of Labour, Canada, stressed the need for labor, management, government to have a continuing dialogue.

The delegates assembled afforded Mrs. Carr a standing ovation, after which President Chamberlain introduced Brother Harold Crotty, President of the Brotherhood of Maintenance of Way Employes.

Crotty extended greetings to the delegates assembled. He expressed his great admiration for our Grand Lodge officers and his pride in being associated with President Chamberlain.

In speaking of the future, Crotty contends that transportation needs will increase tremendously because of the projected estimates of the growth of population. The railroads can thereby maintain and improve their position as the dominant and vital transportation medium of North America if they plan adequately for this future and be prepared to accept a substantial share of the estimated increased business in the transportation field.

Since the railroad industry can provide the most economical means of transportation, it is not good business foresight to destroy its inherent advantages of economy and capacity through a policy of abandonment and contraction.

Crotty stated that good wages and good living conditions are a vital necessity to all railroaders, and this is one of the principal challenges facing labor and management today.

After a short recess, President Chamberlain called upon the Honourable John Munro, Minister of Labour of Canada, to address the convention.

Minister of Labour Munro welcomed our convention to Canada, stating that it is an indication of the interrelationship that exists between Canada and the United States.

Munro states that, while he respects Mrs. Carr's opinion, he does not agree with it. He does feel that the tripartite discussions are of great importance and should be carried on for the social and economic betterment of Canadians, but asserts that no government can bow to threats or demands from any self-interest group to determine its major social or economic policies.

The high inflationary rate in Canada caused the instigation of a temporary control program. The government had to build in some equity, and they didn't want to build the fight against inflation through a control program on the backs of the workers of Canada.

Munro avers that at the time the control program was inaugurated, labour's share of national incomes was, in Canada, at one of its most high plateaus. He states that with regard to the Consumer Price Index, in April, under the control program, that labour is roughly 3.8% better off in real terms since the control program came in than at the inception of the program.

With regard to wage settlements under the Anti-Inflation Board, since the program came in, there has been a gain. Real income is going up in the workers' hands, thus showing that their share of all incomes in Canada and the Gross National Product is going up under the control program.

Father Cameron MacDonald of Quebec City gave the benediction at the closing of the public session on the first day.

Munro realizes that labour does not like the government interfering with the free collective bargaining system. But under this program, it is not a denial of collective bargaining, it is merely a temporary limitation of it.

In closing, Munro assured the Canadian Labour Congress and our convention that it is the government's determination to carry on constructive tripartite discussions with the labour movement and management to work out solutions and policies that will be of benefit to all in the future.

Father Cameron MacDonald gave the benediction, following which the public session adjourned.

The first general session convened at 12:15 p.m., called to order by President Chamberlain. Brother H. R. Neihart gave the Invocation. Whereupon, President Chamberlain officially declared the 40th Regular Convention of the Brotherhood of Railroad Signalmen convened.

Secretary-Treasurer Bates, chairman of the Credentials Committee, announced the credentials of 250 Delegates had been received and examined, and moved that said delegates be seated, the motion being seconded and carried.

President Chamberlain appointed Brother H. R. Neihart (BN) as chaplain; R. E. Brennan (B&OCT) as lever; W. T. McEnteer (ConRail-PC) as inside semaphore; W. A. Radziewicz (ConRail-EL) as outside semaphore; and tellers J. R. Riggs (AT&SF), J. V. Hester (SOU), and J. N. MacTaggart (CN).

Credentials Committee: Secretary-Treasurer R. T. Bates, chairman; D. A. McManus (CN); and C. M. Page (AT&SF).

Committee on Committees: J. Sottile (LI), chairman; B. J. Woodruff (ICG); L. C. Sedlacek (UP); J. Tennis (KCT); and A. Cunningham (CN).

Secretary-Treasurer Bates announced that eight additional delegates had presented their credentials, which were examined, and Brother Bates moved that the delegates be seated, the motion being seconded and carried.

The report of the Committee on Committees was given by Committee Chairman Sottile, and the following committee assignments were announced:

Committee on Resolutions: L. T. Davies (MILW), chairman; H. H. Parker (C&O); R. R. Van Vacter (AT&SF); B. E. Price (UP); J. Silvestri (ConRail-EL); A. M. Dickey (SP); C. K. Highley (TRRAStL); A. R. Vierkant (BN); F. F. Guy (ConRail-PC); G. W. Orton (CP); P. R. Singletary (C&NW). Alternates include H. B. Sykes (Clinchfield); K. D. Raney (StLSW); J. H. Crownover (L&N); J. C. Baldwin (SCL); and J. D. Cummings (KCS).

Committee on Officers' Report: W. A. Class, Jr. (BN), chairman; R. B. Flowers (L&N); R. E. Markle (N&W); J. R. Downs (ConRail-EL); J. D. Boots (CRI&P); E. J. Bickar (P&LE); C. R. Vaught (SOU); J. R. McDonald (B&O); H. E. Trice (AT&SF); L. P. Morin (TT); R. J. Szprygada (ConRail-PC). Alternates include A. W. Richards (ConRail-NYNH&H); E. Fiorenza (LI); A. D. Colaianni (ConRail-PC); W. D. Pickett (N&W); and J. K. York (ConRail-PC).

Committee on Rules and Order of Business: B. E. Britcher (ConRail-PC), chairman; M. W. Brown (UP); D. Leonard (B&O); J. Melfi (LI); F. J. White (SP-T&L-MKT, StL-SF); H. S. Gerth (C&NW-CRI&P); T. Kite (PATH); C. E. Yelton (SOU); W. D. Corn (MP); V. J. Sartini (N&W); and W. W. Schaefer (CN). Alternates include T. A. Heinle (SOO); R. W. Hartsock (ConRail-PC); I. J. Panepinto (EJ&E); and K. E. Beckett (N&W).

Committee on Appeals: G. G. Gross (SCL), chairman; W. E. Ferguson (D&RGW); J. R. Johnstone (C&NW); S. J. Muzi (ConRail-EL); J. J. Morris (T&P); R. C. Buck (GTW); Y. Lemieux (CN); W. E. Crawford (SP); C. R. Adkison (BN); D. J. Hammond (B&O); and W. P. Bath (N&W). Alternates include H. K. Jackson (Monon); E. D. Hodsdon (SOO); W. P. Glavey (RDG); and J. Lenart (ConRail-PC).

Upon a motion duly made and seconded, the Committees, as assigned, were adopted.

Committee room assignments were read by Secretary-Treasurer Bates. Communications from sister unions were read to the delegates by Secretary-Treasurer Bates.

Committee on Laws members are (standing, left to right): R. T. Bates, secretary-treasurer; J. W. Walsh and W. W. Altus, Jr., vice presidents. Seated, (left to right) are: J. McCormick, trustee member; W. W. Lauer, trustee chairman and chairman of Committee on Laws; and G. A. Harrington, trustee secretary.

Committee on Committees members are (left to right): A. Cunningham (CN); L. C. Sedlacek (UP); J. Sottile (LI), chairman of the Committee; B. J. Woodruff (ICG); and J. Tennis (KCT).

Shown here are four officers of the Convention appointed by President C. J. Chamberlain. They are (left to right): Inside Semaphore W. T. McEnteer (ConRail-PC); Chaplain H. R. Neihart (BN); Outside Semaphore W. A. Radziewicz (ConRail-EL); and Lever R. E. Brennan (B&OCT).

Second Day, Tuesday, August 10, 1976

The delegates and guests enjoyed a Canadian National film "Fifty Years Later" showing the changing role rail transportation has played in Canadian economy during the last half century. Following this, all guests left the Convention.

The Convention was then called to order for general business, and the President called on the Committee on Rules and Order of Business to report.

Report of Committee on Rules and Order of Business: Committee Chairman Britcher stated that the committee had met and considered three resolutions proposing certain changes in the existing rules and order of business.

Resolution I proposes the addition of a rule that motions to consider separately a resolution must be seconded and cannot be debated or amended.

The committee does not concur, feeling that this would have the effect of delaying convention procedures needlessly.

Resolution II proposes an amendment to Rule 6 that would permit the interruption of a delegate in his remarks for reasonable clarification.

The committee does not concur, feeling that it is the responsibility of the chairman to confine the delegate to speak on the issue at hand.

Resolution III proposes an amendment that nominations for election of Grand Lodge officers be held on the third day instead of the fourth day of convention.

The committee does not concur, feeling that this would serve no purpose other than to disrupt the orderly flow of convention business.

Committee Chairman Britcher recommended adoption of the committee's report. A vote was called for, and the motion carried.

Committee Chairman Britcher then moved that the rules and order of business be adopted. The question was called for, the vote taken, and the motion carried.

This completed the report of the Committee on Rules and Order of Business.

Secretary-Treasurer Bates reported that 264 delegates have registered, but that only 259 delegates are present at this session at this time. Upon motion duly made and seconded, it was ordered that the 259 delegates be seated.

Neil Speirs, Labor Member of the Railroad Retirement Board, was then called upon by President Chamberlain to address the convention.

After commending President Chamberlain and our Brotherhood for the important influence we have exerted on economic and political policies,

Neil Speirs, labor member, Railroad Retirement Board, brought Signalmen up to date on retirement benefits.

W. C. Y. McGregor, national president, BRAC, said that railway labour can advance if they stand together.

Speirs revealed that the Retirement System was completely changed by the 1974 Act. The restructuring was necessary to institute certain cost controls to protect the financial position of the Railroad Retirement Fund, which was not in immediate jeopardy, but would be in financial difficulty within a few years.

Speirs also explained how payments to annuitants are determined and made, as well as sick benefit payments.

Speirs feels that we all can agree that during the past years, the Railroad Retirement System has fulfilled its purpose in providing railroad employes and their dependents with necessary and economic security through the various programs administered by the Board. He then gave many statistics regarding how our Brotherhood fared during fiscal 1976 under these various programs.

Committee on Rules and Order of Business includes (seated, left to right): B. E. Britcher, chairman (ConRail-PC); F. J. White (SP-T&NO-MKT-StL-SF); I. J. Panepinto (EJ&E); D. Leonard (B&O); M. W. Brown (UP); and W. W. Schaefer (CN). Standing (left to right) are: R. W. Hartsock (ConRail-PC); T. A. Heinle (SOO); W. D. Corn (MP); H. S. Gerth (C&NW-CRI&P); J. W. Walsh, vice president BofRS; C. E. Yelton (SOU); J. Melfi (LI); and T. A. Kite (PATH).

In closing, he stated that in his opinion, the Railroad Retirement System has been substantially improved and made financially stable as a result of the recent changes.

At this point in the proceedings, President Chamberlain introduced W. C. Y. McGregor, National President of BRAC.

McGregor expressed his gratitude in being invited to share in the deliberations of a sister union because it helps to better appreciate the problems, as well as areas of specific interest and concern, between two organizations, which, in turn, makes for a better understanding in the labor movement.

Too often we experience ignorance, lack of communication, and isolationism on the national or craft basis in the labor movement, which might be the basic source of debilitating tension within a union or between different unions.

President McGregor believes that if all those in the railroad labour movement are to continue to advance the social and economic interests of their members, that they must continue to stand together.

A Tuesday afternoon session dealt with legislative matters. Vice President J. W. Walsh reviewed recent federal legislation and its impact upon the membership, specifically dealing with the Northeast legislation, ConRail and the 4R Act for railroad revitalization and regulatory reform. President C. J. Chamberlain related some of the details involved in getting favorable legislation passed and described the importance of having Signalmen actively involved in the legislative process.

Here is an abstract of a report by Brother Walsh on his activities as National Legislative Representative.

Since 1973, the Office of the National Legislative Representative has made every effort to deal effectively with the many thousands of bills introduced in the Congress according to the legislative policy of our organization.

During the five-year period of this report, we have experienced extensive changes in the railroad industry. These factors and the creation of new federal agencies such as the Department of Transportation, Federal Railroad Administration, National Transportation Safety Board, Urban Mass Transportation Administration and Occupational Safety and Health Administration, has created the need for a new approach to legislative representation, not only in Washington, D.C. but throughout the country.

In past years, the main thrust of our activities was to present our views to the Congressional committees handling legislation. Now, with the many new agencies, it is equally important that the views of the BofRS be brought to the attention of the directors and staff personnel of the departments of government involved in transportation. This part of our legislative effort is of the utmost importance because these are the people who advise the members of Congress, the Office of Management and Budget and the White House on labor legislation. They also formulate, through public hearings, rules, regulations and standards governing the railroad industry. They administer railroad safety rules, regulations and standards and in addition, administer the laws enacted by Congress. Therefore, we can hardly ignore their importance to the interest of railroad signalmen.

Experience has taught us that it is necessary and prudent to serve on a myriad of committees appointed by the aforementioned agencies, to review and evaluate all research projects and in general, maintain a constant vigilance over their activities. While direct lobbying is still the main thrust of our legislative effort, I sometime wonder

Considerable interest was shown in the Tuesday afternoon legislative session held in the Ballroom.

J. W. Walsh, vice president, reported on legislative activities during the past three years.

President Chamberlain brought members up to date on legislative matters. J. E. Hansen (below) director of research, reported on state legislative activity.

if we could not gain equally as much by lobbying the government agencies.

I am sure we all realize the vast difference between the intent of Public Law and the reality of its application. Since 1966, the birthdate of the Department of Transportation and the Federal Railroad Administration, they have been charged with the responsibility for the administration of rail legislation. These agencies, especially the Federal Railroad Administration, also administer federal funds appropriated by Congress to carry out such important projects as the rehabilitation of the Northeast Corridor, Highway-Railroad Grade Crossing Safety and demonstration projects ($125 million in 1976). The bulk of ConRail's money for the rehabilitation of the new ConRail system and all loans, grants and demonstration projects to other railroads is administered by the Federal Railroad Administration. Under present law, and I see no indication of change, these agencies will need constant attention. Therefore, we must expand our legislative efforts to provide a constant vigilance over their activities.

We lobbied for rail safety and got the Railway Safety Act of 1970. We lobbied for a reduction in the antiquated 1907 Hours of Service Act and got the 12-hour law. We lobbied for Railroad Retirement and received three increases and for placing supplemental annuities on a permanent basis.

Since 1973, your Grand Lodge officers have endeavored to maintain a constant vigilance over legislation and at the same time, introduced positive proposals and programs to build the industry and protect the membership. Your voice has been heard in the halls of Congress and before the committees and the federal agencies administering rail-labor legislation, rules, regulations and standards.

Here are some of the more important laws passed.

Public Law 92-46 provided a 10% increase in railroad retirement annuities, extended reporting date of commission to study the railroad retirement benefit structure to June 30, 1972.

Public Law 92-460 enacted by veto override. Provided 20% increase in railroad retirement annuities. Extended reporting date of commission to March 1, 1973. Provided a great victory for rail labor. Both houses of Congress overrode President Nixon's veto.

Extended temporary railroad retirement benefits enacted in 1970 (15%), 1971 (10%), 1972 (20%), from June 30, 1973 to December 31, 1974.

Commission on Railroad Retirement reports to Congress. Recommended a two-tier pension system. President Chamberlain serves on committee to implement Commission's report. Secure the future actuarially sound for the railroad retirement fund at no additional cost to employees.

Public Law 93-58 amended the Railroad Retirement Act to conform to changes in the Social Security Act created by Public Law 92-603.

Public Law 93-90 authorized funds to enforce rail safety regulations for the Hazardous Materials Control Program.

Public Law 93-5 ended the UTU strike on Penn Central for at least 90 days. Directed the Secretary of Transportation to make a study of dispute and to propose a comprehensive plan for the preservation of rail transportation in the Northeast states. On March 26, 1973, Secretary of Transportation unveils administration's proposal to establish a private corporation to reorganize bankrupt Northeast railroads without federal assistance; a proposal which in effect, would provide for the elimination of any railroad system, right-of-way, personnel, that a board appointed by the President did not deem necessary and let all the bankrupt roads (7) conduct an auction or a free-for-all and see what happens. Interstate Commerce Commission presented its report and recommendations.

Public Law 93-236 created the Consolidated Rail Corporation (ConRail). Following eight months of hearings in both houses of Congress and conferences between the House and Senate, the bill was signed by the President on January 2, 1974. We were successful in beating down opposition to labor protection conditions and many other anti-labor provisions submitted by the Administration with accompanying threats of a veto. Public Law 93-236 was a great legislative victory out of a bad, adverse and seemingly hopeless situation.

Public Law 92-591 guarantees loans to railroads ($48 million) to replace and repair rail lines and equipment damaged by Hurricane Agnes.

Public Law 91-611, first in history, provided $900,000 for railroad employees adversely affected by the building of Libby Dam in Montana.

Public Law 93-87 is Federal-Aid Highway Act that was amended to provide funds for urban mass transit. Also, authorized up to $175 million over a three-year period for the elimination of hazards at railroad-highway grade crossings on the basis of 90% federal, 10% state funding.

Public Law 93-445 made legislative history by contributing $285 million a year for 25 years into the Railroad Retirement Fund. Provided the first override of President Ford's veto. Provided second largest override margin in history. Provided security and guaranteed an actuarially sound pension system for railroad employees at no additional cost.

Public Law 94-92 constituted the first amendment to the Railroad Unemployment Insurance Act since 1968. Daily benefits were increased from $12.70 to $24.00, effective July 1, 1975; and $25.00 per day effective July 1, 1976. Other benefits: previous seven months railroad service lowered to five months; initial seven-day waiting period for each period of sickness was reduced to four consecutive days; additional 13 weeks of extended unemployment benefits for employees with less than 10 years of service.

Rail labor continued to have problems with the Federal Railroad Administration over the enforcement of the statutes governing railroad safety. The Federal Railroad Administration continues to downgrade their enforcement agency in favor of research and development programs that favor industry. Congress had previously (1974) appropriated $18 million for the employment of 350 railroad safety inspectors and $3.3 million for state participation in rail safety programs. In addition, legislation was enacted that placed a limit on FRA's spending on research to the amount spent on safety enforcement.

Amtrak Improvement Act of 1974 authorized $200 million for operating system and $900 million in federal guaranteed loans.

Public Law 94-348 is Federal Railway Safety Authorization Act of 1976. Authorizes $70 million funding for the Federal Railroad Administration's safety programs. Brings Signalmen and hostlers under the Hours of Service Act. Requires highly visible markers on rear of trains. Amends "emergency" under the Hours of Service Act as follows:

> Section 4(c) Notwithstanding subsection (a) of this section, the crew of a wreck or relief train may be permitted to be or remain on duty for not to exceed 4 additional hours in any period of 24 consecutive hours wherever an actual emergency exists and work of the crew is related to such emergency. For purposes of this subsection, an emergency ceases to exist when the track is cleared and the line is open for traffic.

Further, this Act specifies that the location of crew's quarters shall be located away from noise (under control of the railroad industry) created by hump and switching operations. Mandates that the Federal Railroad Administration shall maintain regional offices in not less than eight geographical locations. Instructs the Office of Technology Assessment to conduct evaluation study of the Federal Railroad Safety programs. Increased amount of penalties to not less than $250 or more than $2,500. Prohibits the Secretary of Transportation from compromising penalty assessed under the Federal Claims Collection Act.

In addition, we had pension reform, increased Veterans' benefits, congressional reform, campaign financing reform—all of interest to the membership.

There is presently before Congress legislation which would grant the right of Federal eminent domain to the builders of coal slurry pipelines. Simply stated, a coal slurry pipeline is a line

through which coal—crushed fine and mixed with water—can be transported, but it cannot be built without first giving the pipeline company the right of eminent domain—essentially a governmental right allowing it to condemn land. In this case, condemnation would be of railroad lands to allow the pipeline to cross railroad rights-of-way.

The defeat of this legislation is probably the biggest legislative battle confronting the rail industry in 1976 because coal slurries would drain away needed revenues from financially sound carriers and result in the loss of thousands of present and future jobs.

The pipeline industry has gone all out to pass this legislation by hiring such high-powered lobbyists as former Nixon-Ford cabinet officers George Schultz, Caspar Weinberger, Pete Peterson, and former Clerk of the House Pat Jennings. It has also been endorsed by the Administration, so you can see what we are up against.

On June 30, 1976, the House Interior and Insular Affairs Committee voted 21 to 19 to table this legislation. However, you can be assured that this legislation will again raise its nasty head in the 95th Congress.

Another threat to the welfare of the railroad industry and its employes is the proposed expansion of Locks and Dam 26 on the Mississippi River at Alton, Ill.

The proponents of this project endeavored to bypass the Public Works Committee in the House and Senate and secure an appropriation without specific authorization, but we have been able so far to stop Congressional approval unless specifically authorized by the appropriate committees of Congress based upon public hearings.

We are not opposed to repairs to existing structure if they are needed, but the proposed barge-carrying capacity of the new locks would be four times that of the existing locks, so it is obvious that all other locks and dams above Alton would also have to be expanded. It has been estimated that the overall construction program could cost taxpayers as much as $4 billion or more and the increase in barge traffic of 145 million tons per year would mean an annual average loss of rail revenue of about $400 million. This, of course, translates into a substantial loss of present and future jobs for railroad workers.

Public Law 94-210 is the Railroad Revitalization and Regulatory Reform Act. Climax of several years of hard work to legislate a rail aid bill that would cover rail abandoments, light density line subsidy, roadbed rehabilitation and loans for railroads outside the Northeast. Bill provides $2.1 billion start-up money for ConRail. Amends the Interstate Commerce Act. Provides for studies of mergers.

We spent many weeks on the controversy involving the acquisition of certain rail lines of the Erie Lackawanna and the Delmarva line of the Penn Central by the Chessie and Southern Railway systems, respectively. Agreement could not be reached between labor and management. Therefore, the respective carriers could not purchase these lines. The Administration, through the Secretary of Transportation, caused to be introduced a resolution authorizing the Secretary of Transportation to prescribe the terms of a labor contract between the acquiring railroads (Chessie and Southern) and the unions. No action was taken on this resolution.

Defeated legislation that would require rail labor to pay half the cost of neutral members on cases heard by the Public Law Boards and the National Railroad Adjustment Board.

Defeated the Administration's proposal to cut the National Mediation Board's budget by 25% contrary to the Railway Labor Act which requires full payment of cost of the National Mediation Board.

H.R. 13138 is another attempt by the railroad industry, the government and the States of New York and Maryland to circumvent the provisions of the Rail Revitalization Act which gave labor the right to veto the purchases of railroads within the ConRail system by private carriers until they first reached agreement with the employees. In effect, we see nothing wrong with the private carriers purchasing parts of the system. However, we do adamantly oppose attempts on the part of the Congress or anyone else to eliminate rail labor's right to participate in the negotiations for the protection of railroad employees.

The Federal Railroad Administration through legislation was allowed to establish a Railroad Operating Rules Advisory Committee. This committee is comprised of five labor members, five management members and two public members. I represent the Signalmen on this committee.

Since that time this committee has reviewed several recommendations of the National Transportation Safety Board regarding the Standard Code of Operating Rules.

Proposed changes in Rule 99 covering flagging, rules covering yard limits, stop and proceed signals, blue flag and several other rules that NTSB felt should be clarified are under study.

We were successful in having Radio Rules adopted. The Radio Rules adopted by the FRA were those rules proposed by our organization back in the early 1970's.

At this time we are discussing operating rules to govern on-track vehicles. We hope that in the near future we can convince the Federal Railroad Administration that such rules are necessary and go to rulemaking as allowed under the 1970 Safety Act.

Third Day, Wednesday, August 11, 1976

President Chamberlain introduced H. W. Trawick, Engineer of Signals, Canadian Pacific, and also Chairman of the Communication & Signal Section, AAR.

Trawick explained that the AAR Communication & Signal Section is a forum for the interchange of ideas, problems, and experience. It is a technical group that seeks to provide railways with equipment and systems that are safe, reliable, and maintainable.

The safety record of the signal plant surpasses all other aspects of railway operation, and this has been achieved through joint efforts of AAR railway signal engineers and the Brotherhood of Railroad Signalmen.

Trawick stated that this record has been achieved in spite of frustrations from governmental regulations and budgetary restrictions.

D. H. Green, assistant chief engineer-signals, Canadian National, then addressed the convention, as follows:

I'm most concerned that in many industries there exists an atmosphere of management versa non-management. The adversary approach—do him before he does me. I'm pleased that in Canada in the railway industry this attitude is very slight. Our attitude is fortunate because it is necessary for management and non-management to work side-by-side. Working together we can accomplish great things and on Canadian National we have accomplished great things. When we work in harmony, in cooperation, people sometimes get the idea that management is bowing to the unions' demands or that union representatives are bowing to management.

When we started developing our training program in 1954, Harold Stockdale and I saw what we thought was a pretty good plan—at least a pretty good starting point. I got hell from management because Harold and I were demanding that as a man is trained he should receive pay increases for his knowledge and that on completion that he should retain the top rate. It was intimated that I was in league with the BofRS. On the other hand, Harold got hell from his men concerning the compulsory aspect. However, we both stood our ground and our program was implemented. Over the years several important advances were made in the program, the latest being the creation of the position of signal assistant which is the title of the employee who has completed the program and has three years field experience.

I think it is a mark of our success that 25 U.S. railroads have referred to our plan, 11 use it as

H. W. Trawick, CP engineer of signals, and chairman of AAR's Communication & Signal Section stressed cooperation of railway signal engineers and the BofRS.

D. H. Green, assistant chief engineer-signals, CN, urged signalmen to keep their craft highly skilled.

A. Hall, FRA administrator, discussed the importance of safety to the railroads.

Committee on the Officers' Report, shown in their meeting room, includes the following: (standing left to right) R. E. Markle (N&W); A. W. Richards (ConRail-NYNH&H); R. J. Szprygada (ConRail-PC); H. E. Trice (AT&SF); C. R. Vaught (SOU); R. B. Flowers (L&N); J. K. York (ConRail-PC); and A. D. Colaianni (ConRail-PC). Seated (left to right) are: W. D. Pickett (N&W); J. D. Boots (CRI&P); E. J. Bickar (P&LE); W. A. Class, Jr., (BN), chairman of committee; J. T. Bass, vice president BofRS; J. R. Downs (ConRail-EL); and J. R. McDonald (B&O).

written, 19 manufacturers, public works departments and training institutes plus 8 railways in Mexico, Pakistan, India, Australia and England, etc., have requested copies of the compulsory program. Our cooperation has helped these companies to introduce training on their roads, probably on some of yours!

I hope that the programs are compulsory with examinations! Why compulsory? Why examinations? From my experience in teaching signal employees on CN's Atlantic Region, I was convinced, and still am, that a training program must be compulsory, must have rewards and penalties. Part of the agreement included rewards of pay increases as the student passed his examinations successfully. The penalties imposed were that should an older employee fail, he could not get further promotion and should a new employee fail he would be let out of the signal department. In the beginning your organization was by and large against examinations and dismissal. They felt that the railway would use the examinations to dismiss members of the signal department. I insisted that the examination was not to fire people, but necessary because it is most important to set a minimum standard of employee qualification which benefits both the railroad and the Brotherhood. It is the only way for the instructor to know where a student is weak and therefore how to help him. Also, it forces the few who have the ability to learn but not the inclination, to get off their butt and learn.

Over the years of working at the training program we—management and union—gained confidence in each other, and now we have a smooth working team in all items—not just training. The pay off from training, if I may use that expression in times like these, is often in areas unrelated to training. Because of the cooperation needed to have a successful training program, we learned how to work together.

For example, on Canadian National—employees will recall that non-scheduled technicians were used on the CN to work on electronic systems and components. When your officers put forward reasons why these positions should be scheduled positions it took minutes to agree. Then came the task of working out the details together. Unfortunately, we moved too fast, made some monumental errors concerning rate of pay and no provision for promotion into and out of the technician position. It took a great deal of discussion to straighten the matter out—like three to four years, but it was accomplished.

More recently we have had problems concerning the application of the 179.3 hour per month guarantee. For several years there has existed complete confusion in the field, both on the part of the employees and the local company officers, on the application of the guarantee. Very considerable work was done by Ray St. Pierre, Glen Robertson and John Platt developing instructions which clearly explain how the guarantee provisions of the collective agreement apply. They arranged to have time cards modified to be more compatible with the guarantee provisions and to facilitate the time claim and time keeping procedures.

The problem of determining what is "emergency work" and what is "planned work" under the guarantee—now faces us. The question is: what constitutes work which falls within the guarantee and

work which is to be paid over and above the guarantee? This issue alone is the cause of more disputes and time claims than all other rules of the collective agreement put together. A meeting is planned for August 17th with John Platt, to begin discussions of this matter. I'm sure that the item will be resolved, but it will take time.

Just as various proposals will no doubt have to be referred to the locals for comment and agreement, so does it have to be discussed with officers of our five regions. I ask you to be patient with your officers and with management.

My new title of assistant chief engineer-signals indicates a most significant change in management's recognition of the importance of signaling on CN. Our new Chief Engineer Van de Water decided that in the engineering department there are three key groups which ensure the successful day-to-day operation of the trains. These are the track department, the bridges and structures department and the signal department. Therefore, we have at headquarters a chief engineer and reporting to him three assistant chief engineers: the assistant chief engineer-track; the assistant chief engineer-bridges and structures; the assistant chief engineer-signals. We've finally made the team.

It takes cooperation and communication to pull things together. Give thought to the fact that sometimes what you think works against you may actually be working for you. For example, compulsory training with examinations that must be passed. Is this management trying to put the screws to the BofRS? Try this on for size:

The BofRS, not management, should demand that training be compulsory, demand that there should be exams that must be passed so that your brothers will be first-class, well-qualified, and technically trained people. Then you can be proud people, able to say to yourselves and to management: "You need us. We know the business. We have weeded out the poor employees. We don't let unqualified men stay with us. We will give you safely constructed, inspected, maintained signal plants. No other craft can do this for you. You need our skilled craft on your property."

Keep your craft highly skilled. Insist on quality, reject those who would detract from your stature.

Report of the Committee on Officers' Report: Committee Chairman W. A. Class, Jr., reported that the committee commends the officers of the Brotherhood on the report of their activities since the last convention. The committee feels that the report is very comprehensive, well prepared, and well written.

The committee recommends adoption of its report. The question was called for. The vote was taken. The report was adopted.

President Chamberlain then called upon Asaph Hall, the Administrator of the Federal Railroad Administration.

James Snyder, national legislative director, United Transportation Union described the work of getting legislation passed in Congress.

Hall discussed the importance of safety on the railroads. He stated that there were substantially more train accidents the first quarter of this year than last year. He indicated that we need better compliance and better inspection procedures by the railroads in all safety areas.

A new safety law was passed last month which substantively amends the 1970 Safety Act and some of the older railroad safety statutes. One of its facets brings the Signalmen under it with regard to the Hours of Service Act, as well as in many other facets of safety.

Hall also discussed the new Railroad Revitalization and Regulatory Reform Act of 1976, also known as the 4-R Act which has a great effect on railroad employes. There are three main highlights of the Act:

(1) The Act provides $2.1 billion of federal investment in ConRail;

(2) The Act establishes a nationwide rehabilitation and improvement financing program, totaling $1.6 billion, for railroads outside of ConRail;

(3) The Act authorizes $1.75 billion in federal funds for upgrading intercity rail passenger service on the Northeast Corridor.

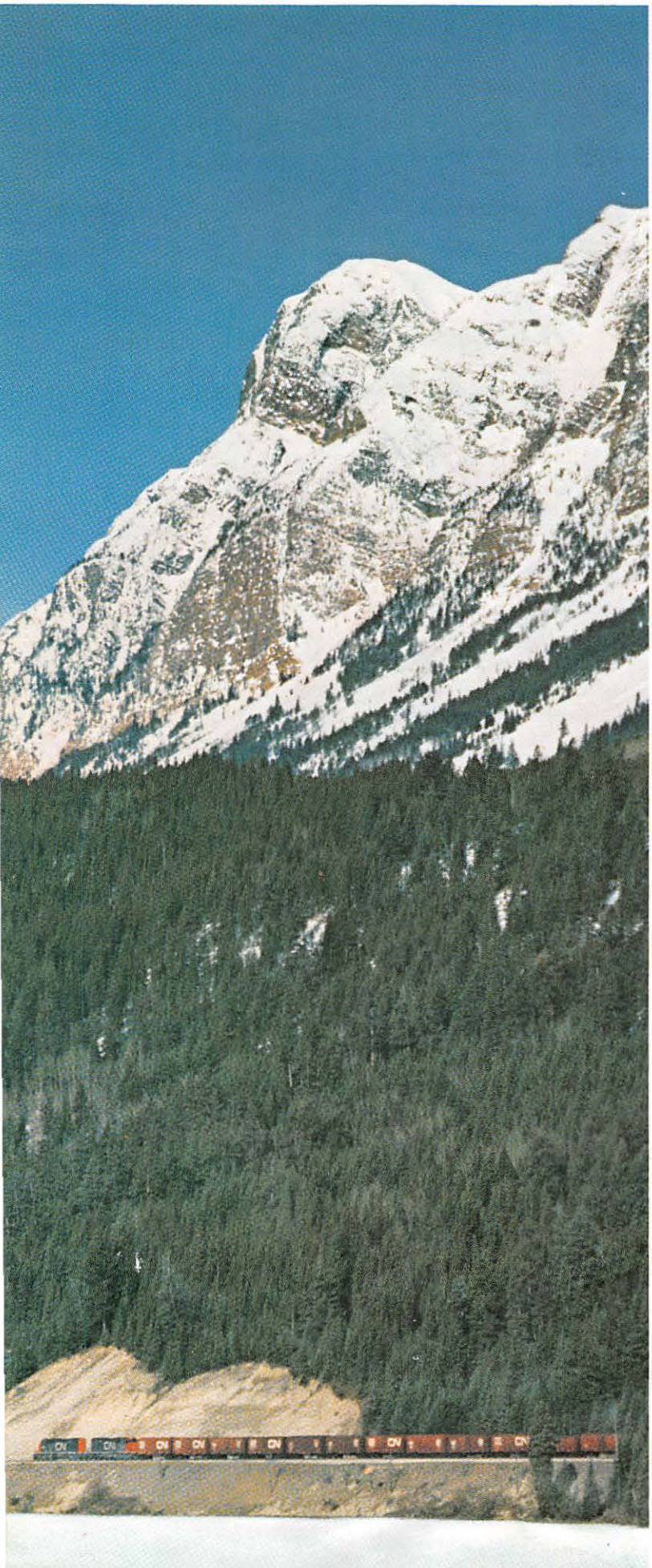
The revitalization of this Nation's railroads will be an undertaking over the next several years, and the success of the venture will depend heavily upon all the railway brotherhoods.

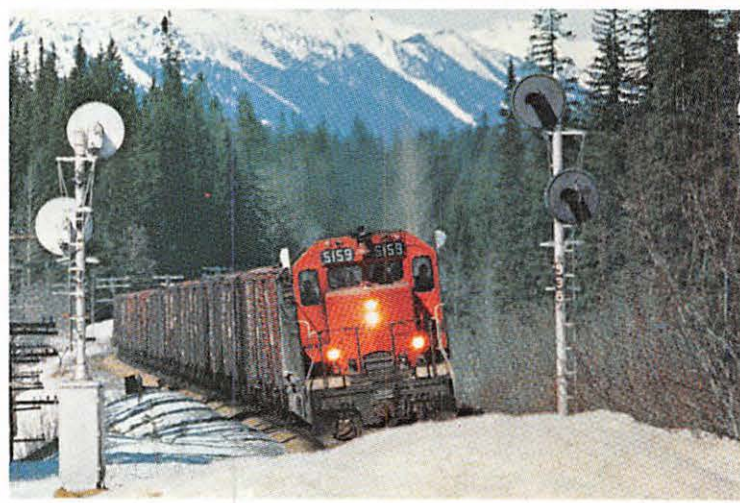
President Chamberlain then introduced James Snyder, National Legislative Director and Vice President of the United Transportation Union.

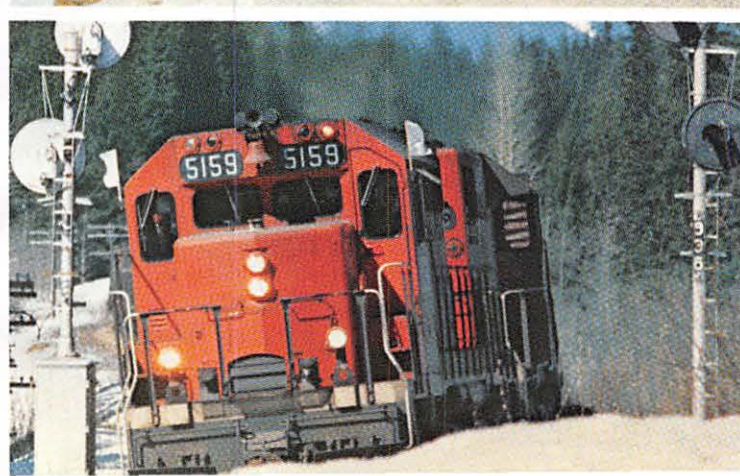
Snyder informed the delegates of the tremendous trials and tribulations that have gone into getting legislation passed, particularly the restructuring of the Railroad Retirement Act and the ConRail measures and the Rail Omnibus Bill.

He is particularly happy that the RLEA has gotten back together, and that President Chamberlain

Beautiful country. Tough railroading.







But under control. WABCO control.

It's part of the run between Jasper and Vancouver on the Canadian National.

A 1968 study showed that traffic through the area would increase 80% by 1974. To meet operating demands, WABCO developed "System 600," a programmable centralized traffic control system to handle it.

"System 600" is designed to process large quantities of information, giving you the complete operating picture. It interrogates remote and close-in stations, validates control functions and displays field conditions such as train locations and switch and signal positions.

The integrated circuit system requires minimum application engineering and is low in cost. It is also reliable and very easy to maintain.

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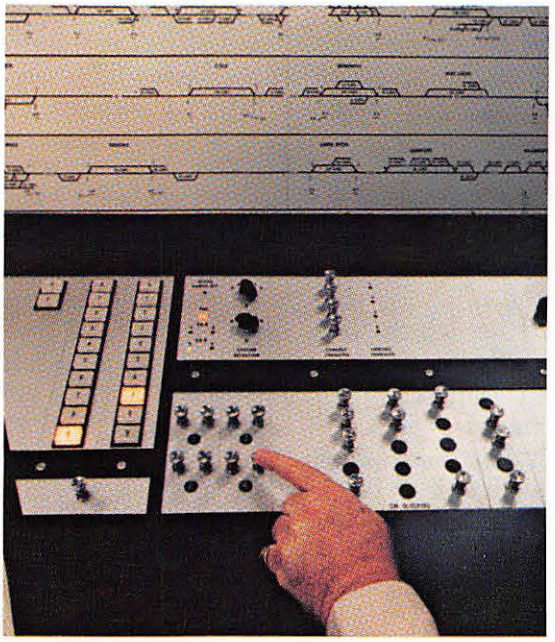

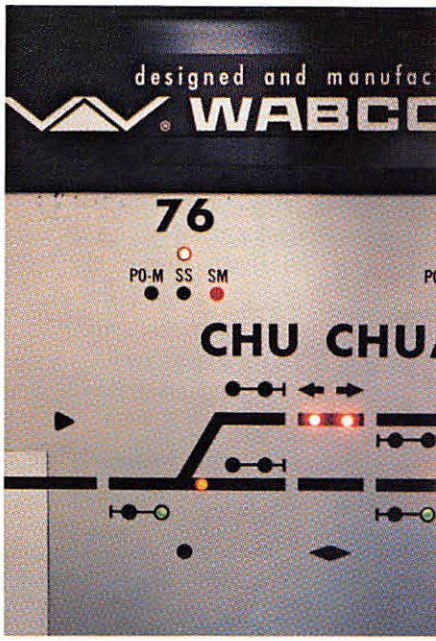

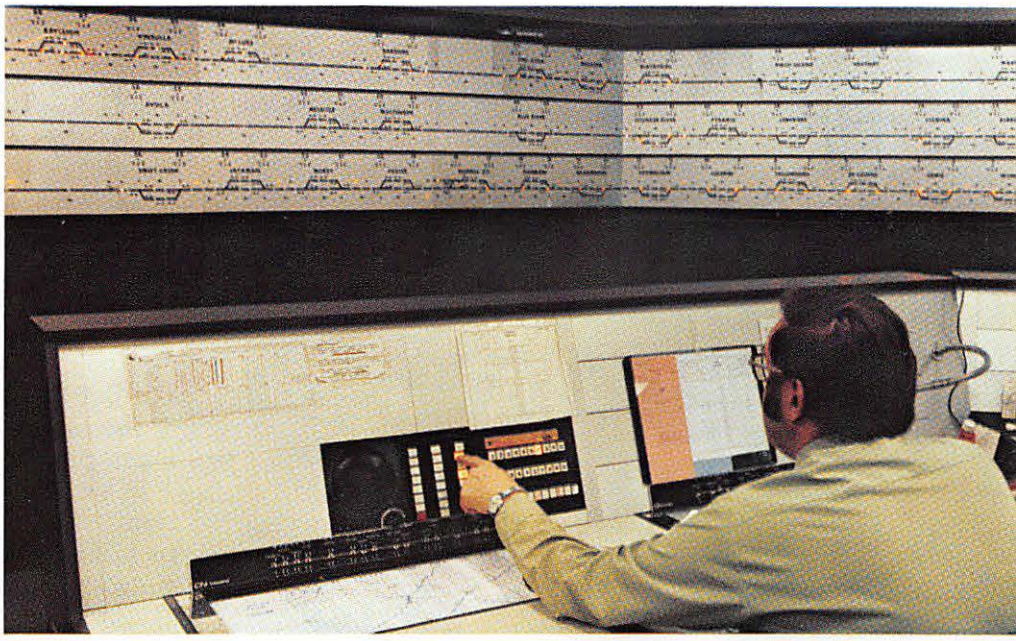

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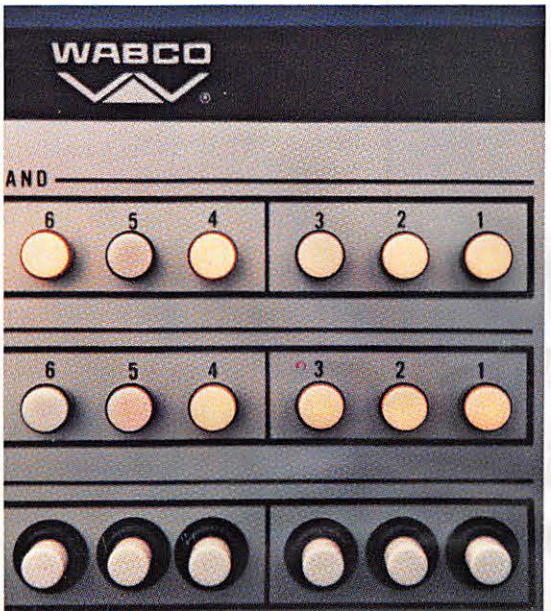
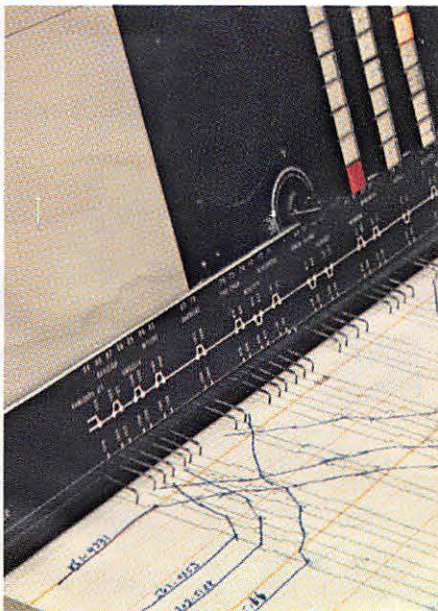




is the chairman. The fact that there is one united organization carries great weight and importance in getting things done on the Hill.

A general discussion was held Wednesday afternoon on Federal Railroad Administration enforcement of its regulations, with special attention to the recently enacted Hours of Safety Act which brings Signalmen under its coverage. Larry Mann, attorney, presented railroad labor's viewpoint on the need for the extended coverage to include Signalmen under the Hours of Service Act. Other provisions of the Act require railroads to furnish employe's sleeping quarters in which such employes will have an opportunity for uninterrupted rest in sleeping quarters (including crew quarters, camp or bunk cars and trailers) which are free from noise under the control of the railroad and which are clean, safe and sanitary.

W. F. Holl, assistant to associate administrator for safety, FRA, discussed the Hours of Service Act and how it could apply to Signalmen. As of press time for this issue, FRA had not issued any official interpretations of how the Hours of Service Act will apply to Signalmen.

Larry Mann, attorney, presented labor's view on the need to include Signalmen under the Hours of Service Act.

W. F. Holl, assistant to associate administrator for safety, FRA, described application of the Hours of Service Act.

The following was distributed at this conference for information to those attending. Further information, when available, will be published in The Signalman's Journal.

As the Federal Hours of Service Act now covers all signal work, it is important that all of our members understand the basic provisions of the Act. They are as follows:

(1) When an employe has been continuously on duty for a period of 12 hours without a break in service, it shall be unlawful for the railroad to require or permit the employe to continue on duty or return to duty until the employe has had 10 consecutive hours off duty.

(2) When an employe's work tour is broken or interrupted by an interim rest period or time off duty, the employe may be on duty up to a maximum of 12 hours in any 24 hour period so long as the employe is off duty at least 8 hours immediately before beginning the next work tour.

(3) In case of emergency, an employe may be worked an additional 4 hours in a 24 hour period. An emergency under the law is defined as "casualty or unavoidable accident or the act of God."

Instances of a violation should be forwarded to Grand Lodge for processing to FRA.

The company has the responsibility for compliance with the Act and if an employe is instructed to work beyond the requirements of the Act, the employe should do so to avoid the possibility of being charged with insubordination. However, the incident should be referred to Grand Lodge and BofRS will file a complaint with FRA.

The following examples will illustrate the counting of time under the Act.

If an individual works a regular tour of duty from 8:00 a.m. to 4:00 p.m. and is called at 8:00 p.m. such individual may legally work only until 12:00 midnight, for a total of 12 hours in the 24-hour-period which commenced at 8:00 a.m. Before such individual can again report for a regular tour of duty or be called, 8 uninterrupted hours of rest must be afforded.

If an individual works continuously from 8:00 a.m. to 8:00 p.m., without a break, such individual must be afforded 10 uninterrupted hours of rest before reporting for a regular tour of duty or be called.

If an individual works a regular tour of duty from 8:00 a.m. to 4:00 p.m. and is called for an emergency at 8:00 p.m. such individual may legally work only until 4.00 a.m., for a total of 16 hours in the 24-hour-period which commenced at 8:00 a.m. Before such individual can again report for a regular tour of duty or be called, 8 uninterrupted hours of rest must be afforded.

If an individual is called for an emergency and

the emergency continues for 11 straight hours then ceases, such individual may legally work only 1 additional hour. However, if the individual reports for a regular tour of duty under normal work conditions, and an emergency exists at the end of the 8 hour day, such individual may legally work an additional 8 hours.

If an individual works a regular tour of duty from 8:00 a.m. to 4:00 p.m., is called and works from 6:00 p.m. to 7:00 p.m., and then is called to work at 10:00 p.m., such individual, if expected to report for a regular tour of duty at 8:00 a.m., can legally work only 2 hours (for a total of 11 hours work) because of the requirement that 8 uninterrupted hours of rest must be afforded. In the event such individual is required to work the full 12 hours, the person cannot report for the balance of the regular tour of duty until 9:00 a.m.

If an individual on call works 1 hour, then only the 1 hour actually worked will be counted under the Hours of Service Act even though such individual is paid under the agreement 2 hours and 40 minutes.

Fourth Day, Thursday, August 12, 1976

President Chamberlain called the Convention to order at 9:00 a.m. He then introduced several of the Brotherhood's legal counsel who were seated in the audience.

Secretary-Treasurer Bates reported that 261 delegates were registered for today's session and moved that they be seated. The question was called for. The vote was taken. The motion carried.

Secretary-Treasurer Bates called for the tellers, Hester, Riggs, and MacTaggart, to take their positions for the election of officers.

President Chamberlain then announced that the first order of business would be the election of officers and, thereupon, turned the gavel over to retired Secretary-Treasurer P. T. Drummond, who declared that nominations were in order for the office of President of the Brotherhood of Railroad Signalmen.

Brother H. S. Gerth (C&NW-CRI&P) placed in nomination the name of C. J. Chamberlain. Seconds were made by Brothers B. E. Britcher (ConRail-PC), R. R. Van Vacter (AT&SF), J. J. Morris (T&P), G. Bozaan (SP), J. Silvestri, Jr. (ConRail-El), J. E. Dubois (CN-CP), J. Sottile (LI) V. D. Unger (C&NW), A. W. Richards (ConRail-NYNH&H), R. E. Markle (N&W), L. T. Davies (MILW), and G. G. Gross (SCL).

Brother L. C. Sedlacek (UP), seconded the

H. S. Gerth, general chairman, C&NW-CRI&P nominated C. J. Chamberlain for the office of President. Below, P. T. Drummond, retired secretary-treasurer, congratulates Chamberlain on his re-election.

G. Bozaan, SP delegate, nominated R. T. Bates for Secretary-Treasurer position. Below, C. J. Chamberlain congratulates Bates on his re-election.

motion, and then moved that nominations be closed and that President Chamberlain be elected by acclamation. Brother R. R. Van Vacter (AT&SF), seconded the closing of nominations. The question was called for. The vote was taken, and C. J. Chamberlain was reelected President by acclamation.

President Chamberlain then made the following statement:

I guess about all I can say is thanks. It's not too often you guys can catch me with a lump in my throat. I'm always ready to get up here and slug it out with everybody. But I tell you, you've caught me that way right now.

It's a deep honor to lead this organization. We've come a long way, and as one of the Brothers pointed out, we have a long way to go.

And I think that perhaps the most important thing that I see as I stand before this convention and look out over these delegates, particularly at this largest convention ever held by the Brotherhood of Railroad Signalmen, as I said on Monday, this is a growing organization. I can also see a movement towards unity. We haven't always had unity. I guess no organization does. But I can detect within the actions taken this week, certainly the deliberations on the many important issues we've faced and will continue to face this week, a sense of unity, a sense of Brotherhood, a sense of everybody trying to accommodate one another and get along and get on with the job. We have a lot of challenges ahead of us.

And one thing we've never done is make any promises about what we're going to achieve. We've promised you one thing: We'll just continue to do our best. And all I can say is thank you very much for the show of support that you've given me. I sincerely appreciate it.

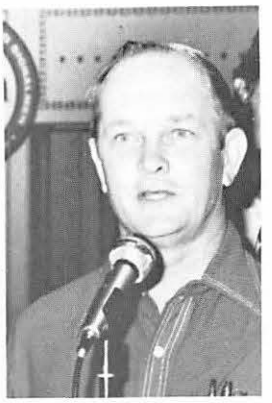
President Chamberlain then declared that nominations were open for the position of Secretary-Treasurer.

Brother G. Bozaan (SP) nominated Brother R. T. Bates. The nomination was seconded by Brothers J. Kutz (CN), J. Sottile (LI), W. Abner (ConRail-PC), W. D. Pickett (N&W), N. Hansen (UP), R. R. Van Vacter (AT&SF), H. R. Hendrix (StL-SF), H. R. Neihart (BN), and J. R. McDonald (B&O).

Brother Neihart moved that nominations for the office of Secretary-Treasurer be closed, and Brother R. T. Bates was declared reelected by unanimous ballot.

Secretary-Treasurer Bates then addressed the delegates:

It seems like every three years you have about the same feeling when you're reelected. You have a lot of tough times in between those three years and a lot of times you get pretty discouraged. But, if you hang in there, it will always be all right. And I just thank you very much.



H. H. Parker, general chairman, C&O, nominated W. W. Altus, Jr., for Vice President at NRAB. Altus, below, receives congratulations from President Chamberlain.

A. W. Richards, general chairman, (ConRail-NYNH&H) nominated J. W. Walsh for Vice President in the East. Walsh, below, receives congratulations from President Chamberlain.

G. G. Ruhl, CRI&P delegate nominated W. D. Best for Vice President in the Middle West. Below, Best is congratulated by C. J. Chamberlain.

F. J. White, general chairman, SP T&L-MKT-StL-SF, nominated C. S. Chandler for Vice President in the Southeast. Chandler, below, thanked the delegates for their support.

President Chamberlain then declared nominations for the office of Vice President at the National Railroad Adjustment Board open.

Brother H. H. Parker (C&O) nominated W. W. Altus, Jr. Seconds were made by Brothers I. J. Panepinto (EJ&E), S. J. Muzi (Conrail-EL), J. Sottile (LI), W. F. Hogan, Jr. (B&O), R. E. Brennan (B&-OCT), and A. N. Wright (CP).

Brother L. C. Sedlacek (UP) moved that nominations be closed and that a unanimous ballot be cast in behalf of W. W. Altus Jr., to serve as Vice President at NRAB. Seconded by Brother R. R. Van Vacter.

Whereupon, W. W. Altus, Jr., was declared reelected as Vice President at NRAB.

Vice President Altus then told the delegates it had been a pleasure to work for them, and thanked them for letting him continue.

President Chamberlain declared nominations open for Vice President in the East.

Brother A. W. Richards (ConRail-NYNH&H) nominated Brother J. W. Walsh. Seconds were made by Brothers J. Sottile (LI), H. C. Hueston (CN), J. H. Roy (ConRail-NYNH&H), B. E. Britcher (ConRail-PC), W. J. Bossman (ConRail-EL), H. W. Rupp (B&O), J. C. Bean (ConRail-PC), W. Abner (ConRail-PC), R. J. Szprygada (ConRail-PC), H. W. Ahrens (ConRail-PC), C. T. Heitzman (ConRail-LV), E. J. Bickar (P&LE), and T. A. Kite (PATH).

Brother C. T. Heitzman moved that nominations be closed and that Brother J. W. Walsh be elected by unanimous ballot. Seconded by Brother E. J. Bickar.

Brother J. W. Walsh was then declared duly elected as Vice President in the East.

Vice President Walsh thanked all the delegates for their cooperation in carrying out all that has been accomplished so far, and asked their support for the future.

President Chamberlain then declared nominations open for Vice President in the Middle West.

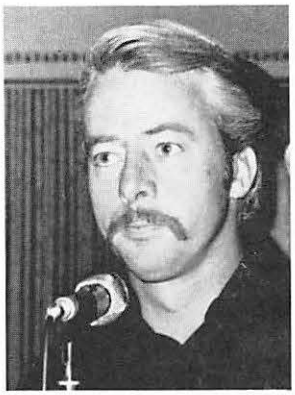
Brother G. G. Ruhl (CRI&P) nominated Vice President W. D. Best. Seconds were made by Brothers L. T. Davies (MILW), W. D. Corn (MP), G. H. Schmitz (B&O), J. J. Morris (T&P), J. W. Miller (ConRail-EL), G. W. Orton (CP), C. D. Bradshaw (StL-SF), R. R. Van Vacter (AT&SF), B. J. Woodruff (ICG), J. Sottile (LI), B. E. Britcher (ConRail-PC), F. J. White (SP-T&L-MKT-StL-SF), J. S. Duplichan (MP-HB&T-GH&H).

Brother H. H. Parker (C&O) moved that nominations be closed and that W. D. Best be elected by acclamation. Seconded by Brother M. T. Best (UP).

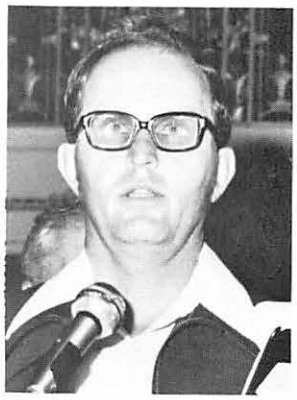
Whereupon, Brother W. D. Best was declared Vice President in the Middle West.

Vice President Best then thanked the delegates assembled for giving him its stamp of approval.

President Chamberlain declared nominations



M. O. Weber, AT&SF delegate, nominated J. T. Bass for Vice President in the West. Below, President Chamberlain congratulates Bass on his re-election.



R. C. Buck, GTW delegate, nominated M. B. Frye to be Vice President at Grand Lodge Headquarters. Frye, below, thanks delegates for their support.

open for the office of Vice President in the Southeast.

Brother F. J. White (SP-T&L-MKT-StL-SF) placed in nomination the name of C. S. Chandler. Seconds were made by Brothers C. R. Vaught (SOU), R. A. Pellow (CP), V. J. Sartini (N&W), L. C. Sedlacek (UP), J. R. McDonald (B&O), S. J. Muzi, (ConRail-EL), G. G. Gross (SCL), R. B. Flowers (L&N), R. E. Markle (N&W), P. E. Stevens (N&W) and J. C. Baldwin (SCL).

Brother J. C. Baldwin moved that nominations be closed and that Brother C. S. Chandler be elected by acclamation. Seconded by Brother I. S. Nicholson (ICG).

Whereupon, Brother Chandler was declared elected as Vice President in the Southeast.

Vice President Chandler thanked all the delegates, as well as the members back home. He said they are the ones that make the whole thing work, and without their support, the general committees could not work, and vice versa.

President Chamberlain declared nominations to be open for the office of Vice President of the West.

Brother M. O. Weber (AT&SF) nominated Brother J. T. Bass, Brothers W. E. Crawford (SP), L. C. Sedlacek (UP), J. R. Bishop (B&O), W. A. Class, Jr. (BN), H. R. Neihart (BN), J. R. Riggs (AT&SF), R. R. Van Vacter (AT&SF), A. Graham (CN), R. B. Flowers (L&N), L. M. Priel (UP), J. H. Crownover (L&N), E. D. Hodsdon (SOO), C. D. Plummer (SP), O. E. Anderson (UP), W. E. Ferguson (D&RGW), W. M. Lucas (UP), J. E. Moore (SP), K. D. Raney (StLSW), W. D. Corn (MP), and W. J. Bossman (ConRail-EL) all seconded the nomination.

Brother J. C. Baldwin also seconded the nomination, then moved that nominations be closed and that Brother Bass be elected by acclamation. Brother J. D. Williams (AT&SF), seconded Brother Bass' nomination, and Brother R. E. Markle seconded the closing of nominations.

The unanimous ballot was cast by the tellers, and J. T. Bass was declared elected Vice President of the West.

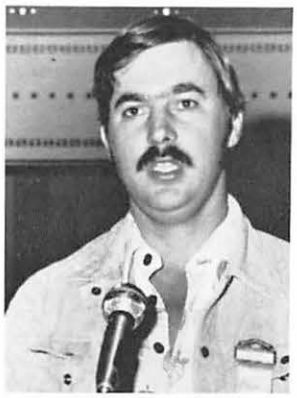
Vice President Bass thanked the delegates for their confidence in him and for reelecting him.

President Chamberlain declared that nominations for the office of Vice President at Grand Lodge were open.

Brother R. C. Buck (GTW) placed the name of M. B. Frye in nomination. Seconds were made by Brothers S. J. Muzi (ConRail-EL), J. R. McDonald (B&O), R. E. Brennan (B&OCT), J. Sottile (LI,) J. R. Dickson (CN), W. P. Glavey (RDG), C. R. Adkison (BN), H. S. Gerth (C&NW-CRI&P), J. H. Hehs (SP), M. E. Hyde (C&EI), and B. J. Woodruff (ICG).

Brother L. T. Davies (MILW), moved that the nominations be closed and that M. B. Frye be elect-

W. W. Schaefer, CN delegate, nominated J. E. Platt for Vice President for Canada. Platt, below, receives congratulations from President Chamberlain.



Y. Lemieux, CN delegate, nominated A. Cunningham to be Trustee from Canada. Cunningham, below, receives congratulations from President Chamberlain.

ed Vice President at Grand Lodge by acclamation. Seconded by Brother R. B. Flowers (L&N).

The unamimous ballot was cast by the tellers, and Brother M. B. Frye was declared elected Vice President at Grand Lodge.

Vice President Frye expressed his appreciation for the support given him by the members in the past, today, and hopefully in the future.

President Chamberlain, thereupon, declared nominations open for the office of Vice President in Canada.

Brother W. W. Schaefer (CN) nominated J. E. Platt. This nomination was seconded by the entire Canadian delegation as well as Brothers H. S. Gerth (C&NW-CRI&P), D. R. Helmer (ConRail-PC), A. N. Wright (CN), M. E. Hyde (C&EI), A. Graham (CN), O. E. Anderson (UP), and G. W. Orton (CP).

Brother L. C. Sedlacek (UP) made the motion to close nominations and elect Brother Platt by acclamation. Seconded by Brother R. E. Markle (N&W).

The tellers were instructed by President Chamberlain to cast a unanimous ballot for J. E. Platt as Vice President in Canada.

Vice President Platt then thanked the delegates for their support.

President Chamberlain then declared nominations open for the position of Trustee from Canada.

Brother Y. Lemieux (CN) nominated Brother A. Cunningham for said office. Seconds were made by Brother A. N. Wright (CN) and Brother W. W. Schaeffer (CN).

President Chamberlain then explained to the delegates assembled that Brother John McCormick had, for personal reasons, decided not to be a candidate. He thanked Trustee McCormick for his past performance and contributions to the Brotherhood.

Trustee McCormick was then afforded a standing ovation by the convention.

Whereupon, nominations were closed for the office of Trustee from Canada, and the tellers were instructed by President Chamberlain to cast a unanimous ballot for Brother A. Cunningham.

Brother Cunningham told the convention that he has a big pair of shoes to fill following Trustee McCormick, but that he will try his best to do so.

Brother McCormick addressed the delegates and said that he was happy that they supported Brother Cunningham, who was his own choice to fill his position as trustee.

President Chamberlain declared that nominations for the office of Trustee for the United States now held by W. W. Lauer was open.

Brother W. A. Class, Jr. (BN) nominated W. W. Lauer to succeed himself as Trustee for the United States. Seconds were made by Brothers W. Abner (ConRail-PC), D. J. Hammond (B&O), J. Silvestri, Jr. (ConRail-EL), H. R. Neihart (BN), J. W. Powers

W. A. Class, Jr., BN general chairman, nominated W. W. Lauer for Trustee in the U.S. Lauer, below, thanks the delegates for their support.

J. McCormick, Canadian trustee, chose not to run for re-election. He thanked the delegates for their support during his term of office.

G. G. Gross, SCL general chairman, nominates G. A. Harrington to be a Trustee for the U.S. Harrington, below, receives congratulations from President Chamberlain.

(SCL), W. E. Crawford (SP), M. B. Bender (BN), R. W. Laney (CN), J. Sottile (LI), W. D. Pickett (N&W), H. H. Parker (C&O), H. W. Ahrens (ConRail-PC) and V. J. Sartini (N&W).

Brother J. J. Morris (T&P) nominated J. D. Williams (AT&SF) for the office of Trustee for the United States. Seconds were made by Brothers R. R. Van Vacter (AT&SF), J. R. Riggs (AT&SF), W. D. Corn (MP), M. O. Weber (AT&SF), H. D. Haines (KCS) and L. M. Petty (AT&SF).

Brother J. C. Baldwin seconded the nomination of Brother Lauer, and moved that nominations be closed.

The tellers were instructed to distribute the ballots to the delegates by President Chamberlain.

Brother Williams and Brother Lauer both spoke very briefly to the delegates, following which Teller Riggs read the tally of votes to the Convention. The results are as follows:

Brother Lauer .....195 votes
Brother Williams ..... 65 votes

President Chamberlain declared Brother Lauer the duly elected Trustee from the United States.

Trustee Lauer thanked the delegates, and said that he hopes the democratic procedure witnessed at this convention would continue in the future.

President Chamberlain declared that nominations were open for the position of Trustee from the United States now held by Brother G. A. Harrington.

Brother G. G. Gross (SCL) nominated Brother G. A. Harrington to succeed himself. This nomination was seconded by Brothers B. E. Britcher (ConRail-PC), D. Leonard (B&O), J. R. Downs (ConRail-EL), H. W. Ahrens (ConRail-PC), E. F. Charlebois (CP), J. Sottile (LI), J. C. Baldwin (SCL), H. H. Parker (C&O), V. J. Sartini (N&W), R. J. Szprygada (ConRail-PC), and R. E. Markle (N&W).

Brother R. R. Van Vacter (AT&SF) placed in nomination the name of L. T. Davies (MILW), for the office of Trustee from the United States now held by Brother Harrington. This nomination was sec-

Officers elected at this 40th Regular Convention of the BofRS are: (Seated left to right) C. J. Chamberlain, president; R. T. Bates, secretary-treasurer; and trustees W. W. Lauer, G. A. Harrington and A. Cunningham. Standing (left to right) are vice presidents W. D. Best, W. W. Altus, Jr., C. S. Chandler, M. B. Frye, J. E. Platt, J. W. Walsh and J. T. Bass.

onded by Brothers A. W. Kast (MILW), J.J. Morris (T&P), E. D. Hodsdon (SOO), W. E. Ferguson (D&RGW) and J. S. Duplichan (MP-HB&T-GH&H).

Nominations were closed, and Brother Davies and Brother Harrington briefly addressed the delegates. Following this, the tellers distributed the ballots to the delegates.

After the vote was taken, Teller Riggs read the tally of votes to the convention. The results are as follows:

Brother Harrington .....194 votes
Brother Davies ..... 67 votes

Whereupon, Brother Davies requested that the convention cast a unimous ballot for Brother Harrington.

President Chamberlain declared Brother Harrington the duly elected Trustee from the United States.

Trustee Harrington thanked the delegates and pledged them his continued best in the years to come.

President Chamberlain then asked C. R. Pfenning, President of the American Train Dispatchers' Association, to speak to the convention. President Pfenning congratulated the delegates on their astuteness in reelecting their officers.

Tellers counted ballots for elections of U.S. trustees. Shown here (left to right) are: J. R. Riggs, AT&SF, J. V. Hester, SOU, and J. N. MacTaggart, CN.

C. R. Pfenning, president, American Train Dispatchers' Association, congratulated the BofRS officers on their elections.

Installation of officers took place on stage at the annual banquet in the ballroom. Shown here (left to right) are: H. R. Neihart, chaplain; A. Cunningham, trustee; W. D. Best and J. E. Platt, vice presidents; J. McCormick, installing officer who gave the obligation to the newly elected officers; J. W. Walsh and M. B. Frye, vice presidents; C. J. Chamberlain, president; and R. T. Bates, secretary-treasurer.

Fifth Day, Friday, August 13, 1976

President Chamberlain called the Convention to order at 8:00 a.m.

Report of the Committee on Appeals: Committee Chairman George Gross announced that the Appeals Committee has been in session, but that no appeals had been presented to the Committee. President Chamberlain dismissed the Committee with the thanks of the convention.

Delegate L. T. Davies (MILW) thanked the Canadian delegation for hosting the convention.

President C. J. Chamberlain, too, thanked the Canadian delegation. He then called upon the of ficers to say a few words to the delegates.

Trustee J. McCormick thanked the delegates and the Grand Lodge officers for their support and help during the past three years. He hopes that the delegates will afford Brother Cunningham the same courtesy they gave him. He wished all the delegates and their families bon voyage.

Trustee G. A. Harrington thanked the delegates for reelecting the officers, and thanked the Canadian Committee for its hospitality.

Trustee W. W. Lauer thanked the delegates for reelecting him, and the Canadians for their hospitality.

Vice President M. B. Frye expressed his pleasure at being here this week to renew old acquaintances and to make new ones. He also told the delegates about a training seminar for our general chairmen at the AFL-CIO Labor Study Training Center, at Silver Springs, Md., March 27 to April 1, 1977.

Vice President J. T. Bass thanked the delegates for a great convention and wished them a happy return home.

Vice President J. E. Platt told the delegates it was a pleasure having the delegates in Canada. He also thanked his colleagues.

Vice President W. D. Best was impressed with the unity which was displayed at this convention.

Vice President C. S. Chandler thanked the delegates and said he hoped to see them all at the next convention in Chicago.

Vice President W. W. Altus, Jr., said "It's been a real pleasure; we've done a lot of work; and I hope all of you have a good trip back home."

Vice President J. W. Walsh stated that this convention was more enjoyable than any other he has attended, and that this group of delegates has done more to bring our organization closer together than ever before.

Secretary-Treasurer R. T. Bates first made some announcements. Then he thanked the Credentials Committee for all the help they gave him. He also thanked the Canadian Delegation for its hospitality, especially Brother Dennis McManus. Finally, he wished all the delegates a good trip home.

Retired Grand Lodge Representative H. A. Stockdale said it had been a real pleasure to be here this week and hopes to be around for the next convention.

President Emeritus Jesse Clark told the delegates that after being here this week, he is more proud than ever that he is a member. "Watching the officers and delegates work in serious deliberation on many complex problems and questions makes us realize the worth of our Brotherhood and proves beyond any doubt how democracy can and does work in the trade union movement, and especially in this great Brotherhood."

President Emeritus Clark thanked the delegates

Shown here (left to right) are: W. W. Altus, Jr.; C. S. Chandler and J. T. Bass, vice presidents; W. W. Lauer and G. A. Harrington, trustees; and R. E. Brennan, lever.

for their kindness and respect. He then quoted a few paragraphs from the late President Emeritus Lyon's book with respect to himself and President Chamberlain.

He then wished Godspeed to all the delegates.

Retired Secretary-Treasurer P. T. Drummond said this convention was certainly not only the largest, but the best. "You've made a lot of progress; you've got a lot of good leaders; support them."

Retired Grand Lodge Representative A. N. Cotton told the delegates how proud he was of them, and how proud he was to be a part of this great organization.

Grand Lodge Representative R. R. Mitchell, on behalf of the Canadian Delegation, thanked all the delegates for coming.

Grand Lodge Representative W. B. Harwell congratulated the delegates on electing such a good slate of officers, and said it's his pleasure to work with them.

Director of Research J. E. Hansen said this was his first convention as a non-delegate. "It's quite a bit different sitting up here, but I enjoyed the meet-

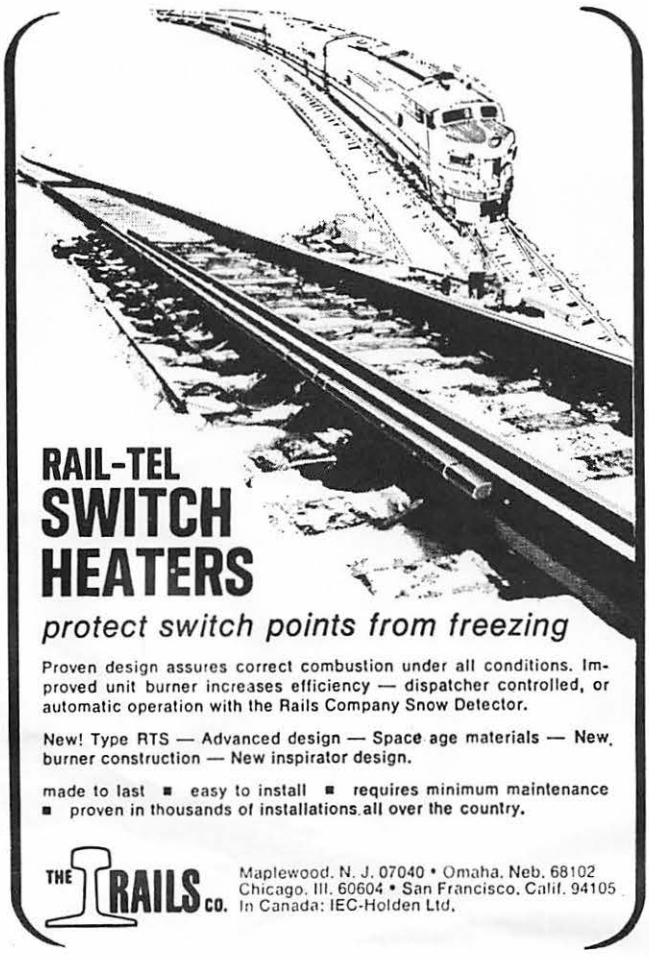
Appeals Committee includes (left to right, seated): W. P. Bath (N&W); W. E. Crawford (SP); . M. Lenart (ConRail-PC); J.J. Morris (T&P); G. G. Gross, (SCL) chairman of Committee; R. C. Buck (GTW); W. P. Glavey (RDG); D. J. Hammond (B&O); and C. R. Adkison (BN); Standing (left to right) are: W. E. Ferguson (D&RGW); E. D. Hodsdon (SOO); S. J. Muzi (ConRail-EL); Y. Lemieux (CN); J. R. Johnstone (C&NW); and C. S. Chandler, vice president, BofRS.

R. T. Bates, secretary-treasurer was also chairman of the Credentials Committee. He had the pleasant job of announcing that the largest number of delegates ever to register for a BofRS Convention came to this Quebec meeting.

President Emeritus Jesse Clark thanked the delegates for their kindness to him. Also, he quoted pertinent passages from A. E. Lyon's history of the BofRS concerning the present leadership. P. T. Drummond (left) and H. A. Stockdale (right) listen.

ings just as much as I did when I was a delegate. Thanks very much, and have a good trip home."

R. W. McKnight, editor and manager of The Signalman's Journal said, "I feel honored and privileged to serve you, and I want to say I enjoyed meeting all of you." He asked the delegates to keep those cards and letters coming.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Trustee A. Cunningham thanked the Canadian delegation for nominating him to replace John McCormick.

President C. J. Chamberlain then thanked the cameraman, the convention reporters, the Credentials Committee, the Sergeants-At-Arms, the Lever, the Tellers, and Chaplain Neihart.

President Chamberlain said that he was inspired by this largest and finest convention. He complimented the delegates for their patience and courtesy, "and that's the key to our success, because it displays unity.

"We have the finest organization, and if we keep the unanimity that was displayed at this convention intact, and even solidify it more, there's no question that we can keep achieving things in the interests of our members."

President Chamberlain then asked if there was any other business to come before the convention. There being no response, he then asked Chaplain Neihart to pronounce the benediction.

The Sixth Triennial and Fortieth Regular Convention of the Brotherhood of Railroad Signalmen adjourned sine die at 11:20 o'clock a.m.

The Grand Board of Trustees met immediately following the convention. An election was held in which W. W. Lauer was elected chairman of the Board and G. A. Harrington was elected secretary. Brother J. McCormick was thanked for his outstanding service to the Board during the past three years. Brother A. Cunningham was given a warm welcome to the Board.

Resolutions Committee members included (standing left to right): K. D. Raney (StLSW); J. D. Cummings (KCS); P. R. Singletary (C&NW); C. K. Highley (TRRAStL); B. E. Price (UP); A. R. Vierkant (BN); J. Silvestri, Jr. (ConRail-EL); J. C. Baldwin (SCL); F. F. Guy (ConRail-PC); G. W. Orton (CP); and H. H. Parker (C&O). Seated (left to right) are: W. W. Altus, Jr., vice president BofRS; H. B. Sykes (Clinchfield); A. M. Dickey (SP); L. T. Davies (MILW), chairman of the Committee; and R. R. Van Vacter (AT&SF).

Resolutions were passed

Several resolutions were approved by the delegates at the 40th Regular Convention of the Brotherhood of Railroad Signalmen in Quebec City in August.

The following resolutions were referred to the Grand Executive Council to be handled through collective bargaining, national legislation, or both:

—Medical expenses of retired members to be paid by the carriers.

—A sick leave program with no waiting period so that an employe off sick for one day or more would be entitled to benefits no less than the net wage loss and without loss of any fringe benefits.

—Longevity or merit pay differentials are to be sought.

—Also, signalmen in Canada should be brought under some type of Hours of Service Act, similar to that for members in the U.S.

Concerning the recently passed Hours of Service Act in the U.S., a resolution was passed that recommends that proposals concerning standby service and service on adjoining territories be referred to the Grand Executive Council and General Committees for implementation of changes necessary under this Hours of Service Act. Also included were proposals for standby pay and an increase in a minimum call, especially between the hours of 10 p.m. and 4 a.m. A related resolution called for an increase in overtime rates for signalmen in the U.S. and Canada. And another resolution seeks a uniform standby for weekends of no more than 25% of signal employes "on call" and those "on call" be paid.

The above resolutions, as well as the following are to be handled by the Grand Executive Council for inclusion in future national wage and fringe benefit movements:

—Seek a pay differential and insurance for members who are required to operate a highway vehicle in connection with railroad employment. For those who use a personal vehicle for company business, compensation should be raised to 23 cents per mile. Also, off-track vehicle insurance coverage should be provided to members.

—Improvements should be made in the Vacation Agreement. In a related matter, other resolutions would provide for vacation relief employes for vacancies on signal maintainer positions. Resolution Committee recommended that the present Vacation Agreement be complied with and claims filed for what are considered to be violations. Also to be considered is a resolution that would make the day after Thanksgiving a paid holiday.

—Update the February 7, 1965 Employment Security Agreement.

—Create a spread between the wage rates of signal maintainers and signalmen in signal gangs.

—Protection would be provided for signalmen working alone, especially at night.

—Bereavement leave would be extended to include grandchildren.

—Article VIII of the National Agreement of November 16, 1971 concerning change of residence would be amended to provide in more specific terms the transfer allowances and related benefits due employes affected by changes resulting from action of the carriers.

—Seek improvement in the dental care program.

Resolutions seeking improvement in retirement benefits and medical benefits by adding eye care are to be sought on a national basis in cooperation with

the other railway unions.

Several resolutions call for the Grand Executive Council to study, consider or have Grand Lodge make studies or carry out specific directives. These include:

—Study the feasibility of having Grand Lodge maintain a list of unemployed signalmen from which new hirees could be drawn.

—Work with present groups in the field of signal training and make any published signal training material available to members at cost.

—Grand Lodge to review the needs of locals, give whatever assistance is necessary and formulate an instruction manual on maintenance of files and records.

—Grand Lodge to study the possibility of producing addressograph plates for locals needing them and to supply them if there is no additional cost to Grand Lodge.

—Each member of the Brotherhood of Railroad Signalmen shall have an up-to-date copy of the Contsitution not later than 6 months after each convention.

—Envelopes furnished by Grand Lodge to locals will not have any lines under the "return address."

—Grand Lodge will furnish annually a list of membership addresses to local financial secretaries and general chairmen who make a one-time request.

—The face of the membership card will carry the name and address of each member.

—Grand Lodge will update the National Agreement Book promptly after the negotiation of national agreements.

—Study the feasibility of having seasonal and safety wearing apparel furnished to signal employes.

Handling claims and grievances was covered in a resolution that would require a carrier only 60 days to make a claim or disallowment, the present time limit for signalmen to do likewise.

One resolution called for a 32-hour workweek, which the Grand Executive Council will handle.

Another resolution called for the passage of the National Health Securtiy program as introduced by Representative James Corman and Senator Theodore Kennedy of the U.S. Congress.

Several resolutions were directed to General Committees for their handling:

—Monthly rated signalmen would be put on an hourly basis because some carriers take undue advantage of them. Will be handled on an individual railroad basis at the discretion of the General Committee with Grand Lodge assistance when desired.

—Actual meal and/or motel expenses would be provided signalmen who are required to travel.

—Provide proper rates of pay for signalmen doing other craft's work.

—Provide insurance for local and general committee officers when traveling with general chairmen.

Constitutional amendments approved

The following proposals to amend the Constitution of the Brotherhood of Railroad Signalmen were passed at the recent 40th Regular Convention in Quebec, Que.

Resolution A-1 would amend Section 10, Article II to change the titles of subordinate lodge officers to President, First Vice President, Second Vice President, Recording Secretary, Financial Secretary, Sergeant-At-Arms, Chaplain and Board of Trustees.

Resolution B-1 would amend Section 16, Article II to enable Canadian subordinate lodges to conduct their elections without mail ballot if their bylaws and Canadian law permits.

Resolution D amends Sections 8 and 43, Article I to provide that the headquarters of regional vice presidents shall be at locations designated by the Grand Executive Council. One vice president shall be assigned to the National Railroad Adjustment Board by the president with the approval of the Grand Executive Council.

Resolution E-1 amends Section 143, Article I, to extend Grand Lodge subscriptions of Labor and Canadian Railwayman to those retired members who ask to receive these publications.

Resolution G amends Section 87, Article I to provide that the regular triennial convention shall be held in the Chicago area except that every third convention shall be held in Toronto, Ontario, Canada.

Resolution H would amend Section 70, Article II to provide that in conducting meetings of subordinate lodges, the procedures of the latest issue of Robert's Rules of Order shall apply.

Resolution I adds a paragraph to Section 100, Article I concerning the handling of runoff elections for delegates and alternates in cases of mail balloting. All elections will be by secret ballot and Canadian lodges may conduct their elections without mail ballot if their bylaws and Canadian laws permit.

Resolution K amends Section 4, Article I to provide that the vice president and trustee elected by the convention from Canada be elected from the nominees submitted to the convention by the Canadian general committee.

Resolution N amends Section 158, Article I to provide increased strike benefits when payable as well as providing for the payment of such benefits for those

who participate in selective or rotating strikes.

Resolution Q amends Section 76, Article I, to exempt from its requirements certain national concerted movements where as a result of the laws of the land, union and management are compelled on a national basis to make changes in labor agreements.

Resolution S revises Sections 10 and 11, Article III, by deleting the requirement that the first meeting shall be held on or before December 15 of election years.

Resolution V amends Section 161, Article I, to permit the Grand Eexecutive Council and Board of Trustees to use funds in the Contingent Fund if it is properly secured to assure immediate use when needed for the purpose intended.

Resolution Z amends Section 26, Article I, effective Aug. 11, 1976, to provide the following annual salaries for elected officers: President—$40,000; Secretary-Treasurer — $31,000; and Vice Presidents—$29,000.

Resolution EE amends Section 26, Article I, effective Oct. 1, 1976, to include the monthly supplemental expense allowance in the base salary of Grand Lodge Officers.

Resolution II adds a new Section 2 to Article V that proposes that the duties of local and general committees as outlined in the Constitution shall not be transferred to Grand Lodge. The Grand Executive Council will review activities of local and general committees and if in its judgment these committees are not meeting representation requirements, the Grand Executive Council will make recommendations for corrections.

Five recommendations of the Committee on Laws were approved by delegates on the floor of the convention. They are as follows:

Recommendation No. I amends Section 30, Article I, to permit General Committees to participate in the health and welfare, sick leave and other insurance plans established by Grand Lodge.

Recommendation No. II amends Sections 23 and 24 of Article II and deletes Section 25. Under Section 23, the president of the local (former Chief Signalmen) shall appoint all subordinate lodge committees except Local Grievance Committees and Special Committees established by other provisions of the Constitution. Section 24 as revised deletes the provision that the first vice president (former first vice chief) appoint the minority of all committees.

Recommendation No. IV amends Section 29, Article I to increase the annuities of retired Grand Lodge Officers or full-time Grand Lodge Representatives who have at least five years' service.

Recommendation No. V amends Section 18, Article I and Section 12, Article III. Section 18 would prevent an elective officer from holding more than one elective office at the same time. Excluded are positions of Grand Lodge Board of Trustees or full-time Grand Lodge Representative from Canada. Section 12, Article III outlines the makeup of the general committees, and prohibits a general chairman from holding more than one elective office either in the general committee or in the general committee and a subordinate lodge at the same time.

Recommendation No. VI amends Sections 50 and 59, Article I to set the minimum bonds for Secretary-Treasurer and Vice President at Grand Lodge headquarters at $200,000 and $100,000, respectively.

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WHERE THEY STAND

Carter — JOBS — Ford

Carter says, "Our country's single most important priority must be a job for every American who wants to work. Every person has a right to a decent job."

"I am committed to the goal of full employment, and I am dedicated to positive programs to achieve that goal."

He supports basic goals of labor-backed proposals on unemployment and asserts joblessness can be cut substantially "without reviving double-digit inflation," thus challenging the Ford assumption that substantial government investment in reducing unemployment will cause higher inflation.

Carter hopes "the private sector can produce enough decent jobs for all." When it can not, he says, federal programs should be triggered to "provide funds for useful and productive public employment" in the cities and neighborhoods of the jobless.

He attacks those whose policies created unemployment and who would go slow in reducing it, saying, "When unemployment prevails, they never stand in line looking for a job."

Under President Ford, unemployment soared to the highest levels since the 1930s—seven, eight, nine percent, according to "official" figures. But in real figures, which include millions of part-time workers and others so discouraged they've given up looking, joblessness has been 10-14 percent. In the construction trades, it has hit more than 20 percent, over 50 percent in some areas.

Yet, Ford vetoed four proposals that would have created 2.25 million jobs directly and potentially 1½ million spin-off jobs. He claims job-creating programs are "inflationary" and the country can't afford them. But the contrary is true.

For every one percent the unemployment rate can be cut, more than $16 billion in federal tax revenues will be generated and approximately $2.5 billion saved in unemployment compensation and related benefits for jobless Americans, reducing inflationary pressures, even leading toward a more balanced budget.

President Ford has made a decision to fight inflation by permitting continued high unemployment. As a result, we have both.

★ ★ ★ **INFLATION** ★ ★ ★

Carter contends one of the most effective weapons against sharply-rising living costs is jobs, says "our first task" in fighting inflation "must be to reduce unemployment." He points out "every one percent we can cut from the unemployment level will produce about $16 billion in federal revenues and will help forestall the kind of budget deficits that feed inflation."

"We will never end the inflationary spiral, and we'll never have a balanced budget," he says, "as long as we have 8 or 9 million Americans who are looking for jobs, plus another 2-3 million people who have given up hope."

He deplores monetary restrictions and high interest rates as anti-inflation weapons and calls for "increased attention to the supply side of our economy" and for "strict enforcement of anti-trust and consumer protection legislation."

At the cost of intolerably high unemployment, President Ford has reduced somewhat the double-digit inflation of the Nixon years.

But the cost of living has still soared by more than 14 percent since he took office. It still erases workers' wage increases. Indeed, Nixon-Ford inflation actually has put American workers behind their 1965 level in real spendable earnings—what they can buy with what they take home.

The Administration has proudly trumpeted the reduction in the rate of living cost increase. But it only looks good in comparison to the 10-12 percent inflation that preceded it. Certainly, when we have seven to eight percent inflation, no one can suggest the problem has been cured.

And the modest cut in the inflation rate has come at the highest of costs, joblessness for millions of workers.

The Vice-Presidential Candidates

From official scorecard of the AFL-CIO, the voting records of the respective Vice-Presidential candidates:

SEN. WALTER MONDALE (D)
108 "right" votes
8 "wrong" votes

SEN. ROBERT DOLE (R)
15 "right" votes
71 "wrong" votes

ON THE KEY ISSUES

Carter — TAX JUSTICE — Ford

Carter calls for a "complete overhaul" and simplification of the tax system that would "lower taxes on middle income and low income families," and would discourage tax breaks for corporations that run overseas "while people who want work are begging for jobs back home."

He lashes the loophole-ridden tax laws that let "the total tax burden shift more and more toward the average wage-earner" and points out, "The average family earning $10,000 a year pays a higher proportion of its income in taxes than a family with an annual income of $1 million or more" and that "some of our largest corporations with extremely high profits pay no tax at all," because of loopholes. "There are not any hidden tax loopholes for people who draw a paycheck, but a lot of loopholes for people who are rich."

Carter says, "All my life, I have heard promises of tax reform, but it never quite happens. We are going to make it happen."

In two instances, President Ford has clearly demonstrated that "tax justice" is a phrase foreign to his vocabulary.

In late 1975, he proposed a tax program that would have cost families with incomes of $5,000 a year or less as much as $400 per year per family in additional taxes.

The same proposals called for actual tax cuts for others, but his plan rewarded the highest earners with the highest cuts. The AFL-CIO argued that the highest tax cuts should go to the lowest-paid.

In addition, Ford in December 1975 vetoed action by Congress that would extend anti-recession tax cuts for individuals.

In other tax areas, Ford says little about closing the loopholes for big corporations and wealthy individuals which cost the Federal Treasury billions of dollars. Indeed, he proposes new tax breaks for most of them. Ford's idea in brief: Soak the poor and the worker, relieve the rich and the corporations.

★ ★ ★ HEALTH CARE ★ ★ ★

Carter calls for "a nationwide, comprehensive health program for all our people." Too often, he says, "serious illness means financial ruin for a family, and too often a limited income means limited access to quality medical care."

He also urges "reform of health delivery service" and demands America have "quality health care available to all our citizens on a regular basis" under a "workable, efficient and fair system of health care," a system that would provide needed preventive medicine.

President Ford rejects a national health insurance plan that would protect all Americans. His major proposal has been for a "catastrophic illness" plan for the elderly only.

This plan actually is a step backward for seniors in health care. Only one out of 300 elderly persons hospitalized under medicare would qualify for any payments under the Ford plan. Meanwhile, for all seniors it would add up to $70 more a year in cost of medicare coverage and would more than double their out-of-pocket medical costs.

★ ★ ★ WORKERS' RIGHTS ★ ★ ★

14 (b) repeal—Carter says he favors repeal of 14 (b), which permits state open shop laws, and would sign a repealer if Congress enacts it.

Situs Picketing—Carter says, "As President, I would have signed the common situs (equal picketing rights for construction workers) bill that Ford vetoed."

Job safety—Carter says, "I will vigorously enforce laws protecting the safety of workers on the job. We must guarantee to every working man and woman a clean, safe place to work."

14 (b) repeal—As a member of U.S. House, Ford voted "wrong" on three key votes on 14 (b) repeal. Has said "my attitude today is precisely the same," meaning he'd veto a repealer.

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	Yes	Yes 10/24 v. d-c	24 d-c or 110 d-c or 110 a-c

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New history of the BofRS is now available

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wage changes; B—summary of other benefits; C—Washington job protection agreement of 1936; D—vacations; E—Union shop agreement; F—Holidays; G—Claim and grievance handling; H—Health and welfare; I—Force reduction

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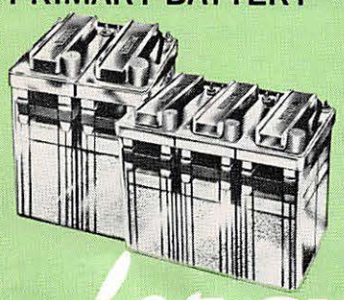

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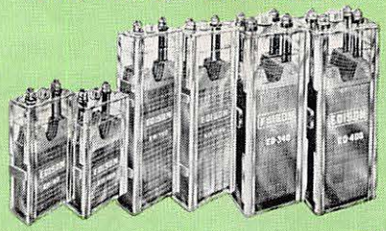

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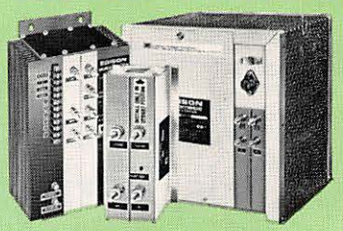

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ON THE KEY ISSUES

Carter — TAX JUSTICE — Ford

Carter calls for a "complete overhaul" and simplification of the tax system that would "lower taxes on middle income and low income families," and would discourage tax breaks for corporations that run overseas "while people who want work are begging for jobs back home."

He lashes the loophole-ridden tax laws that let "the total tax burden shift more and more toward the average wage-earner" and points out, "The average family earning $10,000 a year pays a higher proportion of its income in taxes than a family with an annual income of $1 million or more" and that "some of our largest corporations with extremely high profits pay no tax at all," because of loopholes. "There are not any hidden tax loopholes for people who draw a paycheck, but a lot of loopholes for people who are rich."

Carter says, "All my life, I have heard promises of tax reform, but it never quite happens. We are going to make it happen."

In two instances, President Ford has clearly demonstrated that "tax justice" is a phrase foreign to his vocabulary.

In late 1975, he proposed a tax program that would have cost families with incomes of $5,000 a year or less as much as $400 per year per family in additional taxes.

The same proposals called for actual tax cuts for others, but his plan rewarded the highest earners with the highest cuts. The AFL-CIO argued that the highest tax cuts should go to the lowest-paid.

In addition, Ford in December 1975 vetoed action by Congress that would extend anti-recession tax cuts for individuals.

In other tax areas, Ford says little about closing the loopholes for big corporations and wealthy individuals which cost the Federal Treasury billions of dollars. Indeed, he proposes new tax breaks for most of them. Ford's idea in brief: Soak the poor and the worker, relieve the rich and the corporations.

★ ★ ★ HEALTH CARE ★ ★ ★

Carter calls for "a nationwide, comprehensive health program for all our people." Too often, he says, "serious illness means financial ruin for a family, and too often a limited income means limited access to quality medical care."

He also urges "reform of health delivery service" and demands America have "quality health care available to all our citizens on a regular basis" under a "workable, efficient and fair system of health care," a system that would provide needed preventive medicine.

President Ford rejects a national health insurance plan that would protect all Americans. His major proposal has been for a "catastrophic illness" plan for the elderly only.

This plan actually is a step backward for seniors in health care. Only one out of 300 elderly persons hospitalized under medicare would qualify for any payments under the Ford plan. Meanwhile, for all seniors it would add up to $70 more a year in cost of medicare coverage and would more than double their out-of-pocket medical costs.

★ ★ ★ WORKERS' RIGHTS ★ ★ ★

14 (b) repeal—Carter says he favors repeal of 14 (b), which permits state open shop laws, and would sign a repealer if Congress enacts it.

Situs Picketing—Carter says, "As President, I would have signed the common situs (equal picketing rights for construction workers) bill that Ford vetoed."

Job safety—Carter says, "I will vigorously enforce laws protecting the safety of workers on the job. We must guarantee to every working man and woman a clean, safe place to work."

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News

Chamberlain to speak at Apprenticeship Conference

C. J. Chamberlain, president BofRS, will be one of the featured speakers at the Twelfth National Transportation Apprenticeship and Training Conference to be held September 27-30, 1976 at the Sir Francis Drake Hotel in San Francisco, CA. Other speakers, including keynote speaker, James P. Gray, president of Matson Terminals, Inc., will discuss training in the transportation industry.

Santa Fe dedicates Barstow yard

A new $50 million facility designed to expedite freight traffic to and from California points has been opened by Santa Fe Railway. Located at Barstow, Calif., the 4½-mile long complex includes a 48-track computerized classification yard capable of processing more than 2,700 cars daily, a diesel locomotive servicing facility that handles over 100 units each day, and a freight car repair operation capable of repairing or conditioning 360 cars daily. On an average day 75 or more trains are handled at Barstow.

Operations of the yard are managed with the assistance of two computer systems. The terminal computer, a Model 135, IBM System 370, maintains a record of each car's movement from arrival through the receiving yard, classification yard, repair facility, etc., until it leaves the departure yard. This computer also provides car destination lists to the "hump" computer system, four Data General Novas operating as a single system, which handles classification of cars and controls the speed of each car as it descends from the hump. Such considerations as car weight, temperature, wind velocity, and speed at which the car commences its descent, together with the distance each car must roll to a coupling with another car, are considered by the computer.

Grievance class to begin October 12 in Chicago

Handling minor grievances under the Railway Labor Act will again be taught at the Chicago Circle Campus of the University of Illinois. Instructor will be Brotherhood of Railroad Signalmen's Vice President M. B. "Pete" Frye. Classes will be held on Tuesday nights, 7-9:30 pm on October 12, 19, 26, November 9, 16, and 23 in Stevenson Hall, Room 104. For information and a map of the campus (near Racine Avenue and the Congress Street Expressway—"The Eisenhower") call Stanley Rosen of the Chicago Labor Education Program, 312-996-2623. Cost of the course is $22.

The course content includes responsibility of local chairmen; principles applied in agreement interpretation; review of grievance clauses; review of applicable employe benefits; preparing the initial claim; initial claims letter; appeals procedure; conference on the property; role of the steward as a communicator; and techniques of grievance handling.

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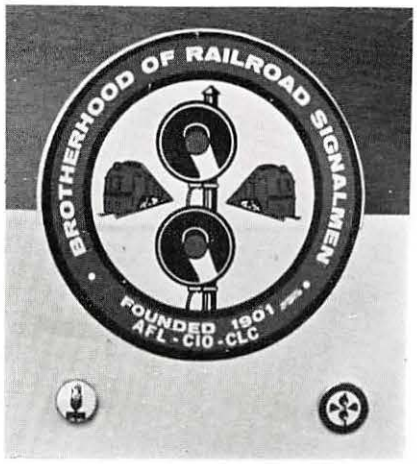

Signalmen's decal (top) has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4" or 3" in dia. It has a red border with white letters. The signal displays green over red. Below left is a metal **colorlight signal lapel pin** ½" in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold. Below right is ⅝" **BofRS lapel pin** identical to decal except letters and outline are in gold.

Golf caps with the BofRS emblem in color are available in Medium size with adjustable head band. These lightweight, net caps come in Red, Black or White.

New history of the BofRS is now available

A complete new history of the Brotherhood of Railroad Signalmen has been written by A. E. Lyon, president emeritus which covers the 75 years of the Brotherhood since its founding in 1901.

Cloth emblem is available with BofRS in white letters on red border, two locomotives and green over red searchlight signal.

Coasters (3" dia.) come in black and gold, or in white, red and green with BofRS emblem.

Master National Agreement book has basics

The basic provisions of national agreements negotiated with U.S. railroads and the BofRS are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 21 sections are: A—summary of wage changes; B—summary of other benefits; C—Washington job protection agreement of 1936; D—vacations; E—Union shop agreement; F—Holidays; G—Claim and grievance handling; H—Health and welfare; I—Force reductions; J—Employment security; K—Travel time and away-from-home expenses; L—Off-track vehicle accidents; M—Jury duty; N—Overtime; O—Camp cars; P—Apprentice programs; Q—Change of residence; R—Earnings deduction in discipline cases; S—Supplemental sickness benefits; T—Union dues checkoff; and U—Amtrak C-1, C-2.

Signalman's training books are available

The 8-volume signalman's training course covers the following subjects: 1—electricity, circuit symbols and nomenclature; 2—signal terms, relays, track circuits and meters; 3—automatic block signaling, time code control and electronics; 4—traffic control systems and power switch machines; 5—highway grade crossing warning systems and FRA RS&I tests; 6—remote control and automatic interlockings; 7—ctc machines and their operation; 8—maintenance of signal equipment.

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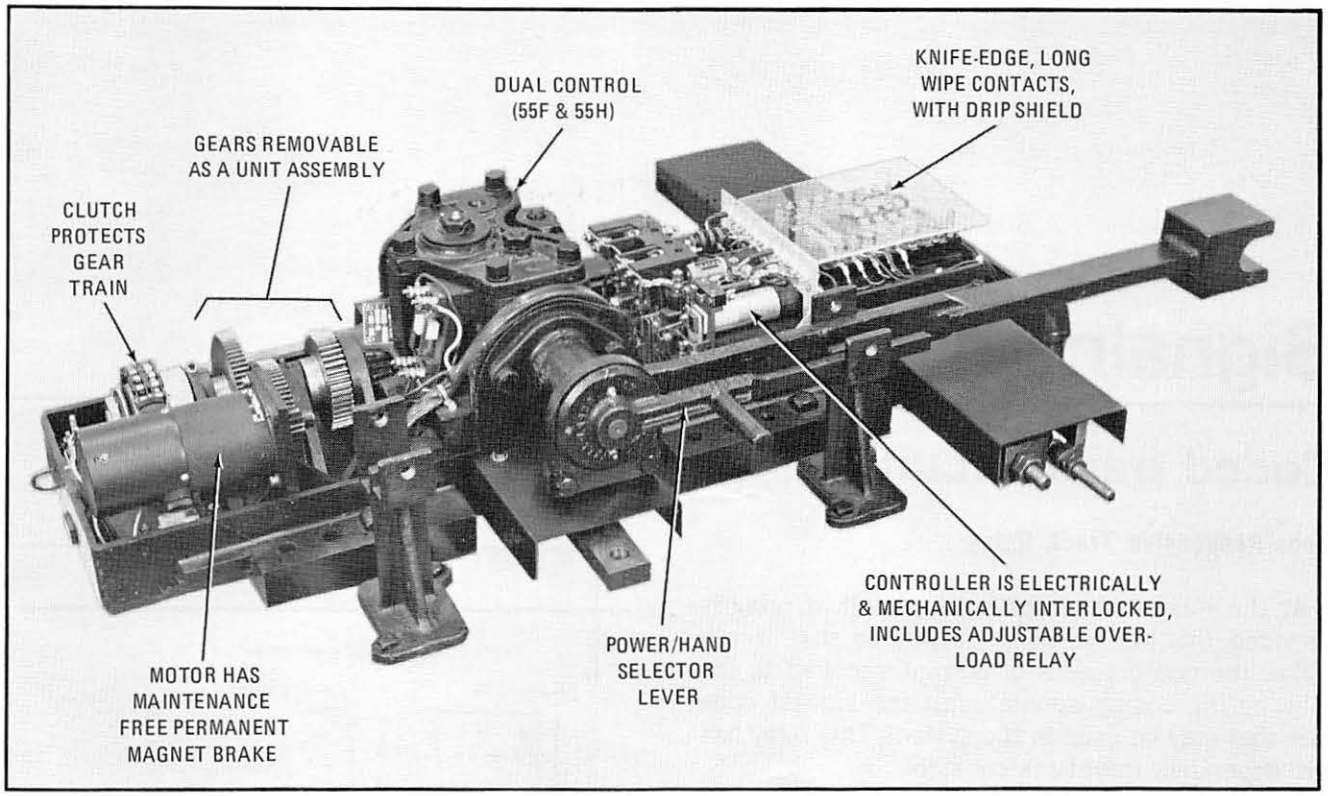

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Model	Dual Control	Built-In Controller	Nominal Motor Voltage
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55F	Yes	No	24 d-c or 110 d-c
55G	No	Yes 10/24 v. d-c	24 d-c or 110 d-c or 110 a-c
55H	Yes	Yes 10/24 v. d-c	24 d-c or 110 d-c or 110 a-c

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Signalman's Worksheet

Coded track circuits

Code-Responsive Track Relay

At the relay end of the track circuit, a relay is provided that will respond quickly so that it will follow the coded pulses of current supplied to the rails by the coding apparatus at the highest code rate that may be used in the system. This relay has two dependent front-back contacts.

The simplified operational diagrams, Figures 403 and 404, illustrate the theory of operation of the code-responsive track relay. The middle leg of the core is a permanent magnet. In the deenergized position, Figure 403, a magnetic circuit is completed through the lower leg of the core and one half of the armature. Very little of the magnetism of the permanent magnets is diverted through the other leg of the core and the other half of the armature because of the greater reluctance (magnetic resistance) of the wider air gap there.

When current of the proper polarity flows through the windings, Figure 404, the current flowing in the upper coil produces magnetism that combines with that of the permanent magnet, while the current flowing through the lower coil produces magnetism opposing that of the permanent magnet. As a result, the intensity of the magnetic flux across the lower air gap decreases, but the magnetic flux across the upper air gap increases to such an intensity that the armature is attracted to it, and the front contacts are closed.

When current ceases to flow in the coils, the bias spring returns the armature to the deenergized position, Figure 403, and the back contacts are held closed by the spring and by magnetic attraction of the permanent magnet.

Thus it may be seen that the code-responsive track relay is in effect a polar biased relay, that is, it will close its front contacts only when current of the correct polarity is flowing through its coils. When the relay is deenergized or when current of wrong polarity flows through the coils, the back contacts will be held closed.

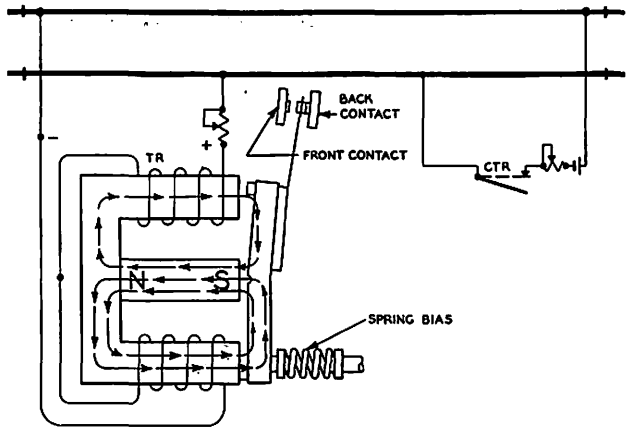

Fig. 403: Simplified operational diagram of code-responsive track relay. Relay shown in position it assumes when track circuit is deenergized.

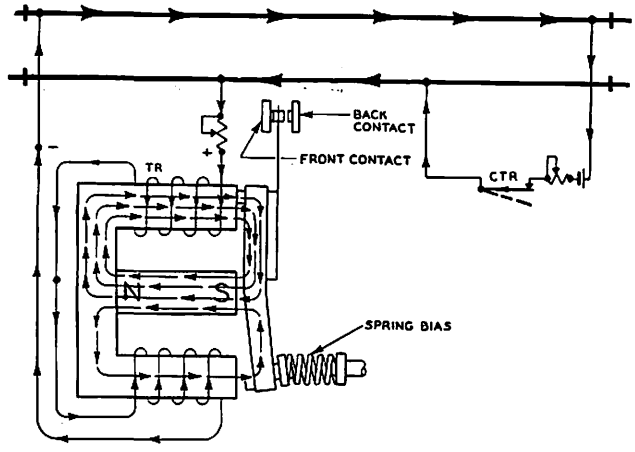

Fig. 404: Simplified operational diagram of code-responsive track relay. Relay shown in position it assumes when track circuit is energized.

Information and drawings are furnished by General Railway Signal Co.

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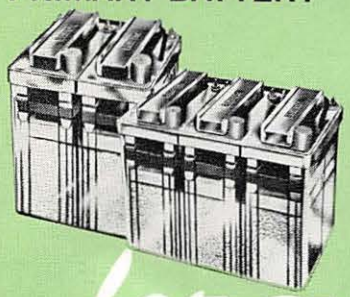

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